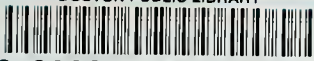


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TRANSIT AND TRAFFIC IMPROVEMENT PROGRAM

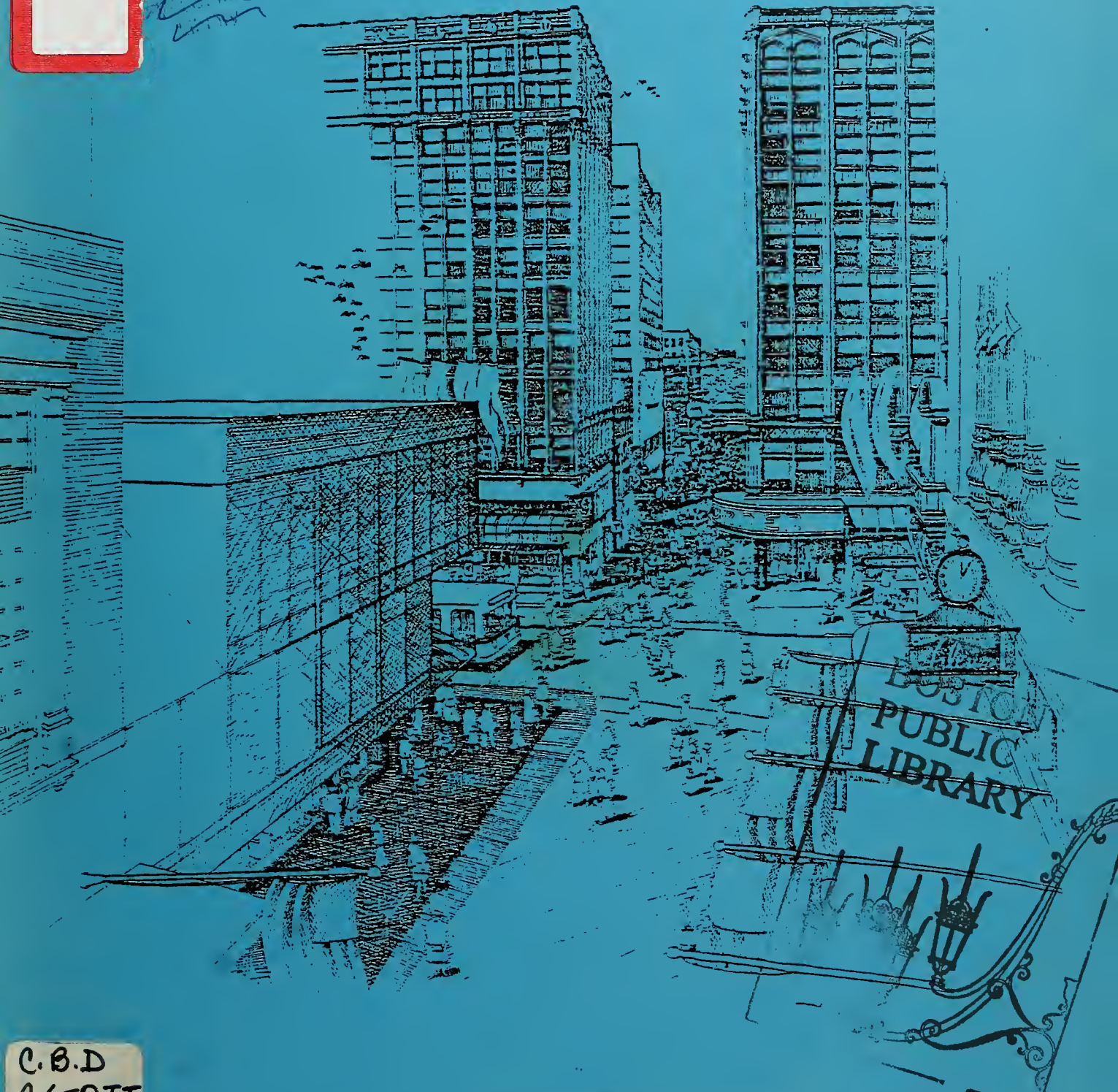
Final Demonstration Grant Application

GOVDOC

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BOSTON REDEVELOPMENT AUTHORITY*



C.B.D
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BOSTON REDEVELOPMENT AUTHORITY / March, 1978

APPLICATION OF THE
BOSTON REDEVELOPMENT AUTHORITY
FOR AN
URBAN MASS TRANSPORTATION ADMINISTRATION
DEMONSTRATION GRANT
FOR A
TRANSIT AND TRAFFIC IMPROVEMENT PROGRAM

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Boston Redevelopment Authority

Robert F. Walsh, Director

Mr. Richard Page, Administrator
Urban Mass Transportation Administration
U. S. Department of Transportation
Nassif Building
400 Seventh St., S.W.
Washington, D.C. 20590

MAR 28 1978

Dear Mr. Page:

Re: Demonstration Grant Transit and Traffic Improvement Program

The Boston Redevelopment Authority hereby submits an application for a Demonstration Grant of \$1,516,955 under the Urban Mass Transportation Act of 1964, as amended. This money will finance a major portion of the proposed Transit and Traffic Improvement Program with an overall cost of \$3,326,255. The Demonstration funds will be supplemented with money from the Massachusetts Bay Transportation Authority's Transit Efficiency Capital Grant and the Federal Highway Administration's Urban Systems funds.

Our program is aimed at reducing the long-standing conflict between pedestrian and vehicle in the retail district.

Our demonstration grant goals are to improve transit patronage, revive retail sales and provide pedestrians with better access to area streets.

To achieve these goals it is necessary to reallocate downtown street space to meet the competing needs of pedestrians, public transportation, taxis, delivery vehicles and the automobile.

The planned space allocation will increase pedestrian right-of-way on the most active shopping streets and create an exclusive MBTA bus loop in the center of the retail district.

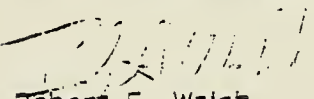
The reassessment of priorities in this area will result in more rational planning for taxi and delivery vehicle access. Taxi stands and loading zones will be relocated to expedite this process.

The Demonstration Grant Funds are vital to the success of this project. The Grant makes available funds for a bus operating subsidy plus providing money for law enforcement and maintenance without which no feasible program could be devised.

The funds, which are not available from any other source, will provide optimum utilization of this area by pedestrians, buses, taxis and other vehicles.

The TTIP has the strong endorsement of the community who see it as an important link in the continuing physical and economic revitalization of Boston.

Very truly yours,



Robert F. Walsh
Director

Attachment

February 27, 1978

Ms. Chris B. Johnston
Executive Director
Metropolitan Area Planning Council
44 School Street
Boston, Massachusetts 02108


Subject: A-95 Review—DOT/MTA-Demonstration Grant-Transit
and Traffic Improvement Program (MAPC #PS-78-1)

Dear Ms. Johnston:

In accordance with OAS Circular A-95 we are submitting the enclosed grant application for your review and comment.

We stand ready to provide additional information if you find it necessary.

Sincerely,


E. Owen Donnelly
Director of Federal Aid

Enc.

February 27, 1973

Mr. Frank T. Keefe, Director
Office of State Planning
Commonwealth of Massachusetts
John W. McCormack Bldg. -- Room 2101
1 Ashburton Place
Boston, Massachusetts 02108

Subject: A-95 Review--DOT/MTA Demonstration Grant-Transit
and Traffic Improvement Program (State Application
Identifier: 77101623)

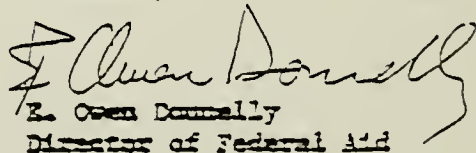
Dear Frank:

In accordance with OMB Circular A-95 we are submitting the enclosed grant application for your review and comment.

With regard to the recommendation you made in your letter of November 9, 1977 we would like you to know that the downtown area is the subject of on-going planning at the EPA which seeks to relate the T.T.I.P. project, the development of the South Station and other significant development activities to a common planning framework.

We stand ready to provide additional information for your review if you find it necessary.

Sincerely,


E. Owen Donnelly
Director of Federal Aid

Enc.

FEDERAL ASSISTANCE		2. APPL. CANT'S APPL. CATION	4. NUMBER MA - 06- 0089	1. STATE APPLICATION IDENTIFIER	4. NUMBER 77101623
1. TYPE OF ACTION <input type="checkbox"/> PREAPPLICATION <input checked="" type="checkbox"/> APPLICATION <input type="checkbox"/> NOTIFICATION OF INTENT (Only) <input type="checkbox"/> REPORT OF FEDERAL ACTION <small>(Mark appropriate box)</small>		3. DATE Year month day 19 77 - 3 - 27		5. DATE Year month day ASSIGNED 19 77 Nov 16	
4. LEGAL APPLICANT/RECIPIENT a. Applicant Name : Boston Redevelopment Authority b. Organization Unit : c. Street/P.O. Box : City Hall d. City : Boston e. County : Suffolk f. State : Mass. g. ZIP Code : 02201 h. Contact Person (Name & telephone No.) : Bill McGrath 722-4300 Ext. 405			5. FEDERAL EMPLOYER IDENTIFICATION NO. 04 -600 - 6386 6. PROL. GRAM (From Federal Catalog) a. NUMBER 12101-151 d 6 b. TITLE Urban Mass Transportation Demonstration Grants		
7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT Transit and Traffic Improvement Program. A program to create a downtown transit loop; rationalize and improve goods and taxi management, loading zones and cab stands; and to decongest pedestrian flow; and add amenities; all in the retail center of the City.			8. TYPE OF APPLICANT/RECIPIENT A-State B-Intermediate C-Substate D-District E-County F-City G-School District H-Special Purpose District I-Community Action Agency J-Higher Educational Institution K-Indian Tribe L-Other (Specify): Redevelopment Authority Enter appropriate letter <input checked="" type="checkbox"/>		
10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.) Suffolk, Norfolk, and Middlesex			11. ESTIMATED NUMBER OF PERSONS BENEFITING 3 million		
13. PROPOSED FUNDING a. FEDERAL \$ 1,516,955 .00 b. APPLICANT .00 c. STATE .00 d. LOCAL .00 e. OTHER 1,809,200 .00 f. TOTAL \$ 3,326,155 .00			14. CONGRESSIONAL DISTRICTS OF: a. APPLICANT 9 9 11 b. PROJECT 9 15. PROJECT START DATE Year month day Apr. 1978 16. PROJECT DURATION 12 Months 17. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY Year month day 19 78 Mar 27		
19. EXISTING FEDERAL IDENTIFICATION NUMBER MA -06-7089			12. TYPE OF APPLICATION A-New B-Revision C-Amendment D-Renewal E-Continuation Enter appropriate letter <input checked="" type="checkbox"/>		
21. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code) FMTA Washington D C 20590			20. TYPE OF CHANGE (For 13c or 15a) A-Increase Dollars B-Decrease Dollars C-Increase Duration D-Decrease Duration E-Cancellation F-Other (Specify): N / A Enter appropriate letter(s) <input type="checkbox"/>		
22. THE APPLICANT CERTIFIES THAT a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurance if the assistance is approved. b. If required by OMB Circular 4-75 this application was submitted, pursuant to its instructions therein, to appropriate clearinghouses and all responses are attached: response			21. REMARKS ADDED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
23. CERTIFYING REPRESENTATIVE a. TYPED NAME AND TITLE Robert F. Walsh Director b. SIGNATURE [Signature] c. DATE SIGNED Year month day 19 78 March 26			24. AGENCY NAME 25. ORGANIZATIONAL UNIT 26. ADDRESS		
27. ACTION TAKEN <input type="checkbox"/> a. AWARDED <input type="checkbox"/> b. REJECTED <input type="checkbox"/> c. RETURNED FOR AMENDMENT <input type="checkbox"/> d. DEFERRED <input type="checkbox"/> e. WITHDRAWN			28. FEDERAL APPLICATION IDENTIFICATION 29. FEDERAL GRANT IDENTIFICATION 30. STARTING DATE Year month day 19 31. ENDING DATE Year month day 19 32. REMARKS ADDED <input type="checkbox"/> Yes <input type="checkbox"/> No		
33. FEDERAL AGENCY ACTION a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular 4-75, it has been or is being made.			34. FEDERAL AGENCY 4-75 OFFICIAL (Name and telephone no.)		

SECTION IV-REMARKS (Please reference the proper item number from Sections I, II or III, if applicable)

Other: UMIA - Sec. 3 - (MBTA) - \$ 795,300
Urban Systems - (DPW) - \$1,014,000
\$1,809,300

Resolution of the Boston Redevelopment Authority Board

Resolution authorizing the filing of an application with the Department of Transportation, United States of America, for a grant under the Urban Mass Transportation Act of 1964 as Amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects;

WHEREAS, it is required by the U. S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Urban Mass. Transportation Act of 1964, as Amended, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U. S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the Applicant that minority business enterprise be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services:

NOW, THEREFORE, BE IT RESOLVED by the Board of Boston Redevelopment Authority

1. That Robert F. Walsh is authorized to execute and file an application of behalf of (Boston Redevelopment Authority) with the U. S. Department of Transportation, to aid in the financing of Auto Restricted zone, Central Business Districts.
2. That Robert F. Walsh is authorized to execute and file with such application an assurance or any other document required by the U. S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.
3. That Robert F. Walsh, Director, is authorized to furnish such additional information as the U. S. Department of Transportation may require in connection with the application or the project.
4. That Robert F. Walsh is authorized to set forth and execute affirmative minority business policies in connection with the project's procurement needs.

CERTIFICATE OF VOTE

W. M. *W. M. Walsh*

The undersigned hereby certifies as follows:

(1) That he is the duly qualified and acting Secretary of the Boston Redevelopment Authority, hereinafter called the Authority, and the keeper of the records, including the journal of proceedings of the Authority.

(2) That the following is a true and correct copy of a vote as finally adopted at a meeting of the Authority held on September 22, 1977 and duly recorded in this office:

Copies of a memorandum dated September 22, 1977 were distributed re Application for Demonstration Grant - Auto Restricted Zone - CBD - Resolution, attached to which were copies of a Resolution.

A Resolution entitled "Resolution Authorizing the Filing of an Application with the Department of Transportation, United States of America, for a Grant Under the Urban Mass Transportation Act of 1964, as Amended" was introduced, read and considered.

On motion duly made and seconded, it was unanimously VOTED: to adopt the Resolution as read and considered.

The aforementioned Resolution is filed in the Document Book of the Authority as Document No. 3536.

(3) That said meeting was duly convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of such meeting was given; that a legal quorum was present throughout the meeting, and a legally sufficient number of members of the Authority voted in a proper manner and all other requirements and proceedings under law incident to the proper adoption or the passage of said vote have been duly fulfilled, carried out and otherwise observed.

(4) That the Resolution to which this certificate is attached is in substantially the form as that presented to said meeting.

(5) That if an impression of the seal has been affixed below, it constitutes the official seal of the Boston Redevelopment Authority and this certificate is hereby executed under such official seal.

(6) That Robert F. Walsh is the Director of this Authority.

(7) That the undersigned is duly authorized to execute this certificate.

IN WITNESS WHEREOF the undersigned has hereunto set his hand this twenty-sixth day of September, 19 77.

LS

BOSTON REDEVELOPMENT AUTHORITY

By *William W. Walsh*

Secretary

ASSURANCES FOR DEMONSTRATION AND SERVICE DEVELOPMENT PROJECTS

The applicant hereby assures and certifies that he will comply with the regulations, policies, guidelines, and requirements, including Office of Management and Budget Circular Nos. A-87, A-95, and A-102, as they relate to the applications, acceptance, and use of Federal funds for this Federally-assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It possesses legal authority to apply for the grant and to finance and construct the proposed facilities; that a resolution, motion, or similar action has been duly adopted or passes as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application (Authorized Resolution and Opinion of Counsel are attached).
2. It will comply with Title VI of the Civil Rights Act of 1964 (P.L. 83-352) and in accordance with Title VI of that Act. No person in the United States shall on the grounds of race, color, sex or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. If any real property or structure thereon is provided or improved with the aid of Federal financial assistance extended to the Applicant, this assurance shall obligate the Applicant or, in case of any transfer of such property, any transferee for the period during which the real property or structure is used for a purpose for which the Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits (DOT Civil Rights Assurance is attached).
3. It will comply with Title VI of the Civil Rights Act of 1964 (42 USC 2000d) prohibiting employment discrimination where (1) the primary purpose of a grant is to provide employment, or (2) discriminatory employment practices will result in unequal treatment of persons who are or should be benefiting from the grant-aided activity.
4. It will comply with the provisions of Executive Order 11296, relating to evaluation of flood hazards; and Executive Order 11288, relating to the prevention, control, and abatement of water pollution (see Part IV, Exhibit O, of this Application).

5. It will have sufficient funds available to meet the non-Federal share of the cost for construction projects. Sufficient funds will be available when construction is completed to assure effective operation and maintenance of the facility for the purposes constructed.
6. It will obtain approval by the appropriate Federal agency of the final working drawings and specifications before the project is advertised or placed on the market for bidding; that it will construct the project, or cause it to be constructed, to final completion in accordance with the Application and approved plans and specifications; that it will submit to the appropriate Federal agency for prior approval changes that after the costs of the project, use of space, or functional layout; that it not enter into a construction contract(s) for the project or undertake other activities until the conditions of the construction grant program(s) has been met.
7. It will provide and maintain competent and adequate architectural engineering supervision and inspection at the construction site to insure that the completed work conforms with the approved plans and specifications; that it will furnish progress reports and such other information as the Federal grantor agency may require.
8. It will operate and maintain the facility in accordance with the minimum standards as may be required or prescribed by the applicable Federal, State, and local agencies for the maintenance and operation of such facilities.
9. It will give the grantor agency and the Comptroller General, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant.
10. It will cause work on the project to be commence within a reasonable time for receipt of notification from the approving Federal agency that funds have been approved and that the project will be prosecuted to completion with reasonable diligence.
11. It will not dispose of or encumber its title or other interests in the site and facilities during the period of Federal interest or while the Government holds bonds, whichever is longer.
12. It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.
13. It will comply with the requirements of Title II and Title III of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646) which provides for fair and equitable treatment of persons displaced as a result of Federal and Federally-assisted programs (Title II and Title III Assurances are attached).

14. It will comply with all requirements imposed by the Federal grantor agency concerning special requirements of law, program requirements, and other administrative requirements approved in accordance with Office of Management and Budget Circular A-102.
15. It will comply with the provisions of the Hatch Act which limits the political activity of employees.
16. It will make the certification required by section 3(d) of the Urban Mass Transportation Act of 1964, as amended (Certification attached).

ASSURANCE OF COMPLIANCE UNDER CIVIL RIGHTS ACT

The attached Departmental Standard DOT Title VI Assurance is applicable to all UMTA programs under which grants are extended. As indicated, appendices A or C may be applicable dependent upon the type of project and the activities involved. The general assurance undertakes to alert the recipient to the occasion and necessity for including these additional clauses. For example, appendix C is to be consulted when the grant recipient undertakes "the subsequent transfer of real property acquired or improved under [Urban Mass Transportation Program]."

Execution of the Assurance is required of all applicants for UMTA assistance, whether by loan or grant, as part of the application.

The Assurance obligates the recipient to include in all of its contracts, including procurements of material and equipment, a further assurance binding contractors to the anti-discrimination provisions of Title VI and obligating them to further bind subcontractors.

It further obligates the recipient to notify all bidders through solicitations that the recipient will affirmatively insure full opportunity for minority businesses to bid on contracts, free from discrimination.

Recipients who seek to subsequently transfer or grant access to property acquired pursuant to an UMTA-assisted project, are required by the new Assurance to obligate the transferee or licensee to the anti-discrimination provisions of Title VI.

ASSURANCE OF COMPLIANCE WITH
TITLE VI OF THE CIVIL RIGHTS ACT OF 1964
(DEPARTMENT OF TRANSPORTATION)

The Boston Redevelopment Authority (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 24 U.S.C. 2000-42 U.S.C. 2000-4 (hereinafter referred to as the Act) and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department Administration (UMTA), and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a)(1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to the project:

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with a project under the Urban Mass Transportation Act of 1964, as amended (the UMTA Act) and, in adapted form in all proposals for negotiated agreements:

The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in regard to any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.
7. That where the Recipient receives Federal financial assistance to carry out a program of managerial training under section 10(a) of the Urban Mass Transportation Act of 1964, as amended, the assurance shall obligate the Recipient to make selection of the trainee or fellow without regard to race, color, sex, or national origin.
8. That where the Recipient receives Federal financial assistance to carry out a program under the Urban Mass Transportation Act of 1964, as amended, the assurance shall obligate the Recipient to assign transit operators and to furnish transit operators for charter purposes without regard to race, color, sex or national origin.
9. That where the Recipient receives Federal financial assistance to carry out a program under the Urban Mass Transportation Act of 1964, as amended, routing, scheduling, quality of service, frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color, sex, or national origin.
10. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under (Project Number); and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under (Project Number).
11. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the project, except where the Federal financial assistance is to provide, or is

in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

12. The Recipient shall provide for such methods of administration for the program as are funded by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
13. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, and Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under Federal Urban Mass Transportation Programs and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the Federal Urban Mass Transportation Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

DATE March 28, 1978

Boston Redevelopment Authority
(Recipient)

by

(Signature of Authorized Official)

Attachments

Appendices A, B, and C
Department of Transportation

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors interest (hereinafter referred to as the "contractor") agrees as follows:

- (1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- (2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, sex or national origin.
- (4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Urban Mass Transportation Administration (UMTA) to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information is required or a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the Recipient, or UMTA, as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Recipient shall impose such contract sanctions as it or UMTA may determine to be appropriate, including, but not limited to:

- (a) Withholding of payments to the contractor under the contract until the contractor complies, and/or
 - (b) Cancellation, termination or suspension of the contract, in whole or in part.
- (6) Incorporation of Provisions: The contractor shall include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Recipient or UMTA may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Recipient to enter into such litigation to protect the interests of the Recipient, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B

- A. The following clauses shall be included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that the Recipient will accept title to the lands and maintain the project constructed thereon, in accordance with the Urban Mass Transportation Act of 1964, as amended, the Regulations for the Administration of Federal Urban Mass Transportation Programs and the policies and procedures prescribed by the Urban Mass Transportation Administration of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the (Name of Recipient) all the right, title, and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HEBENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto (Name of Recipient) and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the (Name of Recipient), its successors and assigns.

The (Name of Recipient), in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, sex or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over or under

such land hereby conveyed (,) (and)* (2) that the (Name of Recipient) shall use the lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended (,) and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have a right to re-enter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

APPENDIX C

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by the Recipient pursuant to the provisions of Assurance 10(a).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964; and as said Regulations may be amended.

(Include in licenses, leases, permits, etc.)*

That in the event of breach of any of the above nondiscrimination covenants, (Name of Recipient) shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, lease permit, etc.) had never been made or issued.

(Include in deeds)*

That in the event of breach of any of the above nondiscrimination covenants, (Name of Recipient) shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of (Name of Recipient) and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by (Name of Recipient), pursuant to the provisions of Assurance 10(b).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds, and leases, add "as a covenant run-

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI of the Civil Rights Act of 1964.

ning with the land") that (1) no person on the grounds of race, color, sex or national origin shall be excluded from participation in, denied the benefits of, or be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, sex or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964), and as said regulations may be amended.

(Include in licenses, leases, permits, etc.)*

That in the event of breach of any of the above nondiscrimination covenants, (Name of Recipient) shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, lease, permit, etc.) had never been made or issued.

(Include in deeds)*

That in the event of breach of any of the above nondiscrimination covenants, (Name of Recipient) shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of (Name of Recipient) and its assigns.

* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI of the Civil Rights Act of 1964.

Boston Redevelopment Authority

Richard Page, Administrator
Urban Mass Transportation Administration
U. S. Department of Transportation
Nassif Building
400 Seventh Street, S.W.
Washington, D. C.

MAR 14 1978

Re: Transit and Traffic Improvement Program
(Boston) MA-06-00-89

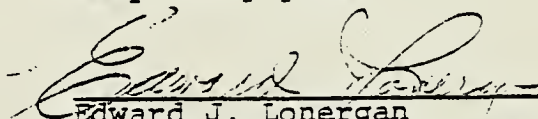
Dear Mr. Page:

I have examined this Authority's application for federal assistance filed under the provisions of Section 6 of the Urban Mass Transportation Act of 1964, as amended.

It is my opinion that the information and assurances set forth in this application are true and complete and that there is no pending litigation or legislation which will adversely affect the application.

The Boston Redevelopment Authority is a separate body politic and corporate duly organized and existing pursuant to the provisions of Massachusetts General Laws Chapter 121B. This Authority has the legal power to undertake, implement and finance the activities described in this application.

Very truly yours,


Edward J. Lonergan
Assistant General Counsel

EJL:nc

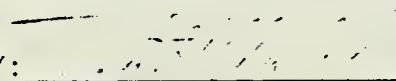
CERTIFICATION

The Boston Redevelopment Authority hereby certifies that, in the development of this application for a Grant under the Urban Mass Transportation Act of 1964, as amended, it:

1. Has afforded adequate opportunity for public hearings pursuant to adequate prior notice, and has held such hearings, in accordance with the requirements set forth by the Urban Mass Transportation Administration.
2. Has considered the economic and social effects of this proposed project and its impact on the environment.
3. Has found that this proposed project is consistent with official plans for the comprehensive development of the urban area.

BOSTON REDEVELOPMENT AUTHORITY

Date: March 28, 1978

BY: 
Director

Exihibit A: PROJECT DESCRIPTION

The Boston Transit and Traffic Improvement Program will reallocate scarce street space to serve more rationally the needs of pedestrians, transit services, goods movement, taxis and private autos. The main feature of the project is a new distribution of the total street right-of-way into various elements including sidewalks, open space, bus stops, taxi stands, loading zones, parking and travel lanes.

Part of Boston's charm and character is its narrow and crooked streets, which provide a human scale environment in the downtown, yet also pose a challenge to provide a circulation system which will meet all the needs of pedestrians, trucks, buses, taxis and cars. Currently these modes compete for space and impede the smooth operation of each of them. The Transit and Traffic Improvement Program will improve circulation and new transit service within the heart of the downtown. This workable new system will be accompanied by design amenities which will further improve the downtown environment, thereby attracing new shoppers and strengthening the retail area.

1. PROJECT LOCATION AND CIRCULATION

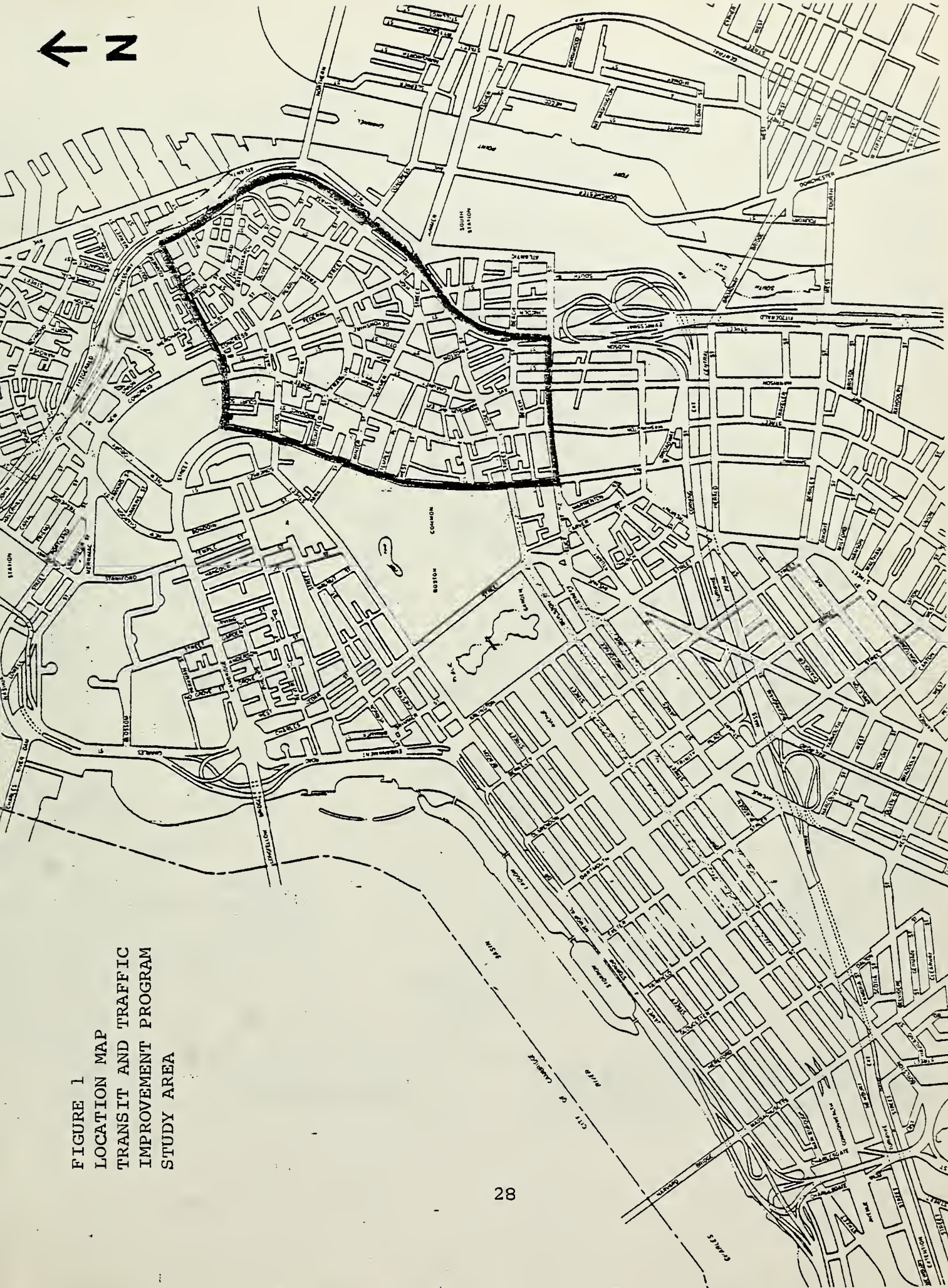
The TTIP is located within the center of downtown. The area is bounded to the north by State/Court Streets, to the east by the Central Artery, to the south by Stuart and Kneeland Streets and to the west by Tremont Street. (See Figure 1)

The TTIP has three basic components: 1.) new circulation systems for buses, pedestrians, cars, taxis and delivery trucks 2.) physical reconstruction of Winter, Summer and Washington Streets to improve the pedestrian environment and 3.) special one year programs to subsidize increased bus operations, provide special maintenance and enforcement efforts, conduct a full time promotion effort, and evaluate the success of the project at the end of the year.

Transit Circulation

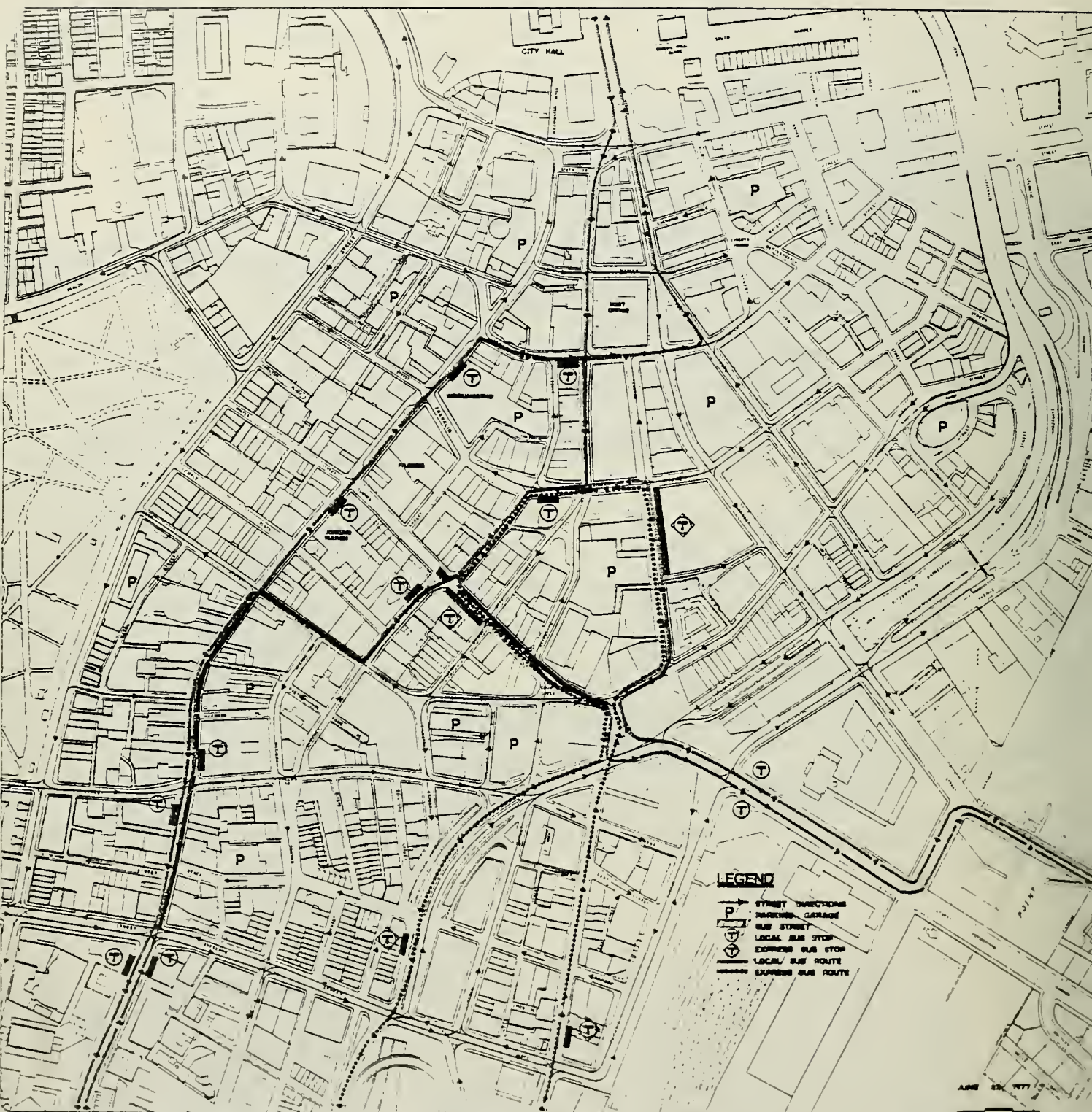
The proposed transit element of the TTIP includes both physical and operational improvements. The operational changes include revised route patterns for both local and express bus service. (See Figure 2.) The proposed local bus routes from the south will enter the project area via northbound Washington Street, turn right on Milk then southbound on Devonshire, Franklin and Chauncy/Arch to Bedford. From there, buses will return to Washington and exit the area heading south. The proposed local bus routes from the north will enter the area via southbound Devonshire, Franklin, Chauncy/Arch, right on Bedford, right on Washington, right on Milk, and exit via Post Office Square and northbound Congress Street.

The express routes will enter the area northbound on South Street to a specially marked loop on Federal, Franklin, Arch, and Summer Streets and exit the area southbound on the surface artery.



**FIGURE 1
LOCATION MAP
TRANSIT AND TRAFFIC
IMPROVEMENT PROGRAM
STUDY AREA**

FIGURE 2



**TRANSIT AND TRAFFIC
IMPROVEMENT PROGRAM**

BUS SERVICE



LINE STATISTICS FOR PROPOSED ARZ BUS ROUTES
SPRING 1977 TIMETABLE

Route	WEEKDAY										SAT.	
	AM Peak		Base		2-4 PM		PM Peak		8-10 PM		Peak	
	Veh	Hdy	Veh	Hdy	Veh	Hdy	Veh	Hdy	Veh	Hdy	Veh	Hdy
43 South End	7	8/9	5	12	8	8	8	8	2	30	4	11
49 South End	1	30	1	30	1	35	1	35	-	-	1	35
11 South Boston	7	7	3	15	6	10	7	8	2	25	4	12
7 South Boston	4	11	2	20	3	15	3	15	1	40	1	40
92 Charlestown	2	15	1	30	2	15	2	15	1	30	1	30
93 Charlestown	6	6/7	2	20	4	12	5	8	1	30	1	25
300 Riverside EX	13	4	-	-	-	-	12	4	2*	30	-	-
301 Brighton EX	7	7	-	-	1	60	8	5	-	-	-	-
304 Watertown EX	13	3/4	4	15	5	12	13	5	-	-	4	15
305 Waltham EX	5	12	-	-	1	20	5	12	-	-	-	-

* Also provides service to Newton Corner (on Route 304).

Veh - No. of vehicles scheduled.
Hdy - Headway in minutes
EX - Express

SUMMARY OF ECONOMIC IMPACT OF TTIP ON BUS OPERATIONS

Route	Area Served	Differen. Operating Costs	Est. Revenue Loss	Est. Total Economic Impact	Diff. Manpower Used	Peak Veh.	Differential Revenue & Pass.		Differential Net Cost		Differen. Revenue/ Cost Ratio	
							Minimum Pass.	Rev.	Maximum Pass.	Rev.	Min.	Max.
Alt. I	Mon - Fri											
43	South End	\$ 49,000	\$ -	\$ 49,000	2	1	3,000	\$ 2,861	26,000	\$ 5,722	\$ 46,129	\$ 43,278
49	South End	56,000	-	56,000	2	1	2,390	525	4,775	1,050	55,475	54,950
11	South Boston	95,100	-	95,100	3	2	9,585	15,308	139,170	30,617	79,792	64,483
7	South Boston	61,900	5,280	67,180	2	1	6,010	5,722	52,020	11,444	61,458	55,736
92	Charlestown	70,200	6,600	76,800	2	1	3,515	2,973	27,030	5,947	73,827	70,853
95	Charlestown	110,220	27,590	137,810	3	2	1,740	9,182	86,955	19,130	128,628	118,680
300	Suburban Exp.	47,915	-	47,915	1	1	-0-	-0-	13,910	10,153	47,915	37,762
301	Suburban Exp.	43,600	-	43,600	1	1	-0-	-0-	11,230	8,198	43,600	35,402
304	Suburban Exp.	57,085	-	57,085	1	1	-0-	-0-	15,990	11,673	57,085	45,412
305	Suburban Exp.	47,230	-	47,230	1	1	-0-	-0-	7,720	5,635	47,230	41,595
TOTALS		\$638,250	\$39,470	\$677,720	18	12	26,240	\$36,571	384,800	\$109,569	\$641,149	\$568,151

Alt. II	Mon - Sat											
43	South End	\$ 56,350	\$ -	\$ 56,350	2.3	1	14,950	\$ 3,289	29,900	\$ 6,578	\$ 53,061	\$ 49,772
49	South End	67,250	-	67,250	2.3	1	2,450	605	5,490	1,208	66,645	66,042
11	South Boston	106,250	-	106,250	3.3	2	80,020	17,605	160,045	35,210	88,645	71,040
7	South Boston	70,300	5,800	76,100	2.3	1	29,910	6,580	59,820	13,160	69,520	69,940
92	Charlestown	80,330	7,300	87,630	2.3	1	15,540	3,419	31,085	6,838	84,211	80,792
93	Charlestown	120,670	30,350	151,020	3.3	2	48,000	10,560	99,998	21,999	140,460	129,021
300	Suburban Exp.	47,915	-	47,915	1	1	-0-	-0-	13,910	10,153	47,915	37,762
301	Suburban Exp.	43,600	-	43,600	1	1	-0-	-0-	11,230	8,198	45,600	35,402
304	Suburban Exp.	68,505	-	68,505	1.3	1	-0-	-0-	18,390	13,424	68,505	55,081
305	Suburban Exp.	47,230	-	47,230	1	1	-0-	-0-	7,720	5,635	47,230	41,595
TOTALS		\$708,400	\$43,450	\$751,850	20+	12	191,170	\$42,058	437,588	\$122,403	\$709,792	\$629,447

LOCATION	A.M. PEAK 60 MIN. PERIOD		12 NOON TO 1:00 P.M.		P.M. PEAK 60 MIN. PERIOD	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
Between Washington St./ Kneeland & Essex Sts	7	8	5	5	7	8
"		8		6		8
"	2	2	2	2	3	2
TOTALS	9	18	7	13	10	16
Between Washington St./Essex & West Sts.	7	8	5	5	7	8
"	8	8	5	6	8	8
"	2	2	2	2	2	2
TOTALS	17	18	12	13	17	18
Between Washington St./ West & Devonshire-St	7	5	5	3	7	5
"	8	8	5	4	8	7
"	2		2		2	
TOTALS	17	13	12	7	17	12
Between Devonshire St./ Milk & Franklin Sts	7		5		7	
"	8		5		8	
"	2		2		2	
"	5		2		5	
"	8		4		8	
TOTALS	30		18		30	

LOCATION	NUMBER OF VEHICLES				12 NOON TO 1:00 P.M.		P.M. PEAK 60 MIN. PERIOD	
	A.M. PEAK 60 MIN. PERIOD	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
Franklin St./ Devonshire & Arch Sts.	7		5		7		7	
"	8		5		8		8	
"	2		2		2		2	
"	5		2		5		5	
"	8		4		8		8	
"	6		5		6		6	
"	12		4		10		10	
"	9				9		9	
"	11				11		11	
"	4				4		4	
"	2				2		2	
TOTALS	74		27		72		72	

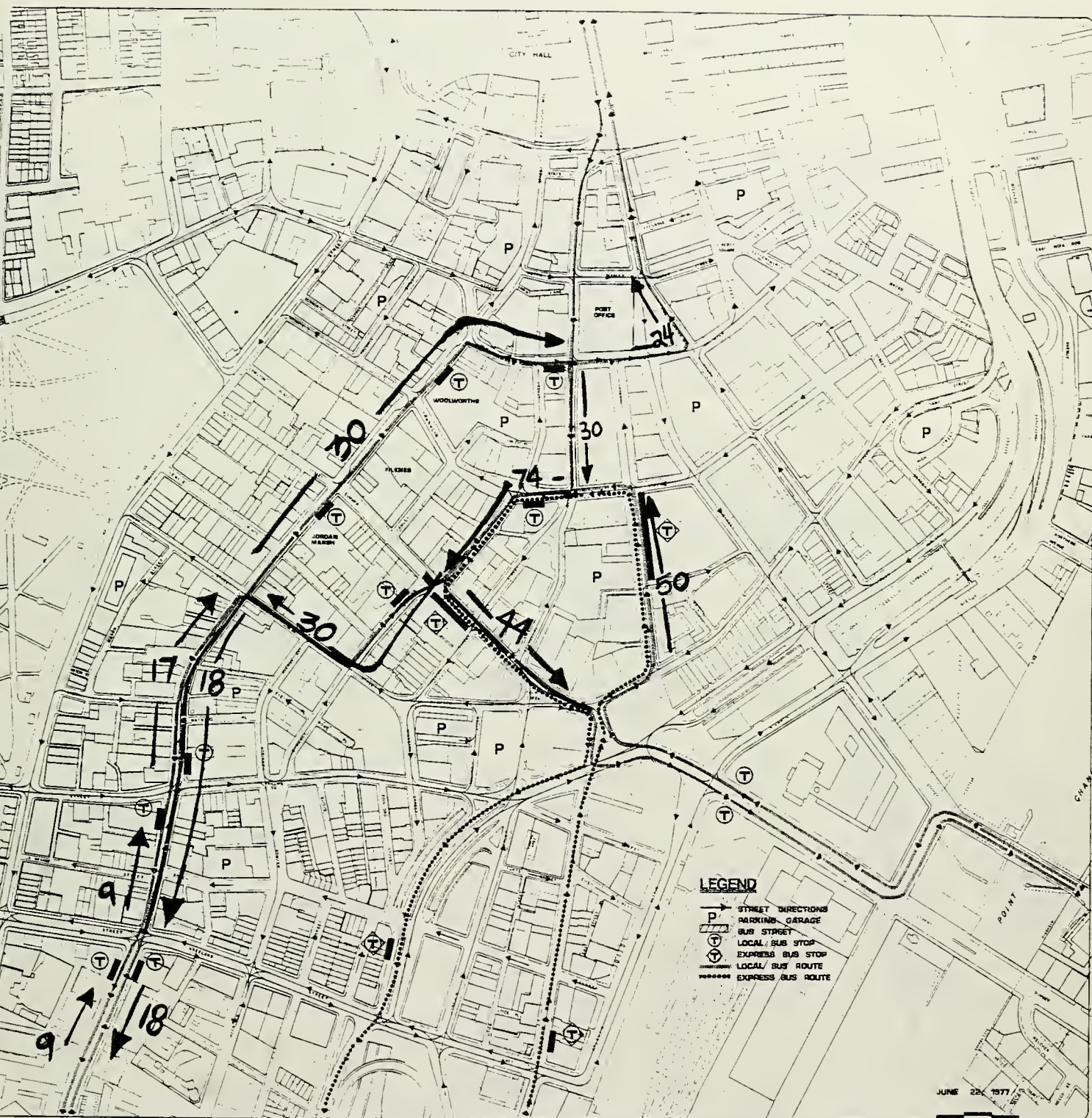
LOCATION	A.M. PEAK 60 MIN. PERIOD		12 NOON TO 1:00 P.M.		P.M. PEAK 60 MIN. PERIOD	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
Between	7		5		7	
Arch St./ Franklin & Summer Sts.	8		5		8	
"	2		2		2	
"	5		2		5	
"	8		4		8	
"	6		5		6	
"	12		4		10	
"	9				9	
"	11				11	
"	4				4	
"	2				2	
TOTALS	74		27		72	

LOCATION	NUMBER OF VEHICLES				P.M. PEAK 60 MIN. PERIOD	
	A.M. PEAK 60 MIN. PERIOD INBOUND	OUTBOUND	12 NOON TO 1:00 P.M. INBOUND	OUTBOUND	INBOUND	OUTBOUND
Between Arch St./ Franklin & Sumner Sts.	7		5		7	
"	8		5		8	
"	2		2		2	
"	5		2		5	
"	8		4		8	
"	6		5		6	
"	12		4		10	
"	9				9	
"	11				11	
"	4				4	
"	2				2	
TOTALS	74		27		72	

LOCATION	NUMBER OF VEHICLES				P.M. PEAK 60 MIN. PERIOD INBOUND	P.M. PEAK 60 MIN. PERIOD OUTBOUND
	A.M. PEAK 60 MIN. PERIOD INBOUND	A.M. PEAK 60 MIN. PERIOD OUTBOUND	12 NOON TO 1:00 P.M. INBOUND	12 NOON TO 1:00 P.M. OUTBOUND		
Between Chauncy St./Summer at Washington & Bedford Sts.						
"		7		5	11	7
"		8		5	6	8
"		2		2	12	2
"		5		2	9	5
"		8		4	11	8
TOTALS	30	30		18	55	30
Between Federal St./High & Franklin Sts.						
"	11				11	
"	6		4		6	
"	12				12	
"	9				9	
"	11		5		11	
"	4				4	
"	2				2	
TOTALS	55		9		55	

LOCATION	NUMBER OF VEHICLES				P.M. PEAK 60 MIN. PERIOD INBOUND	P.M. PEAK 60 MIN. PERIOD OUTBOUND	P.M. PEAK 60 MIN. PERIOD INBOUND	P.M. PEAK 60 MIN. PERIOD OUTBOUND
	A.M. PEAK 60 MIN. PERIOD INBOUND	A.M. PEAK 60 MIN. PERIOD OUTBOUND	12 NOON TO 1:00 P.M. INBOUND	12 NOON TO 1:00 P.M. OUTBOUND				
Between Summer St./ Arch & Church Green.								
"		6			5			6
"		12			4			10
"		9						9
"		11						11
"		4						4
"		2						2
TOTALS		44			9			42
Post Office Square								
"	5				3			5
"	8				4			8
TOTALS	11							11
	24				7			24
37								

FIGURE 3: A.M. BUS VOLUMES .

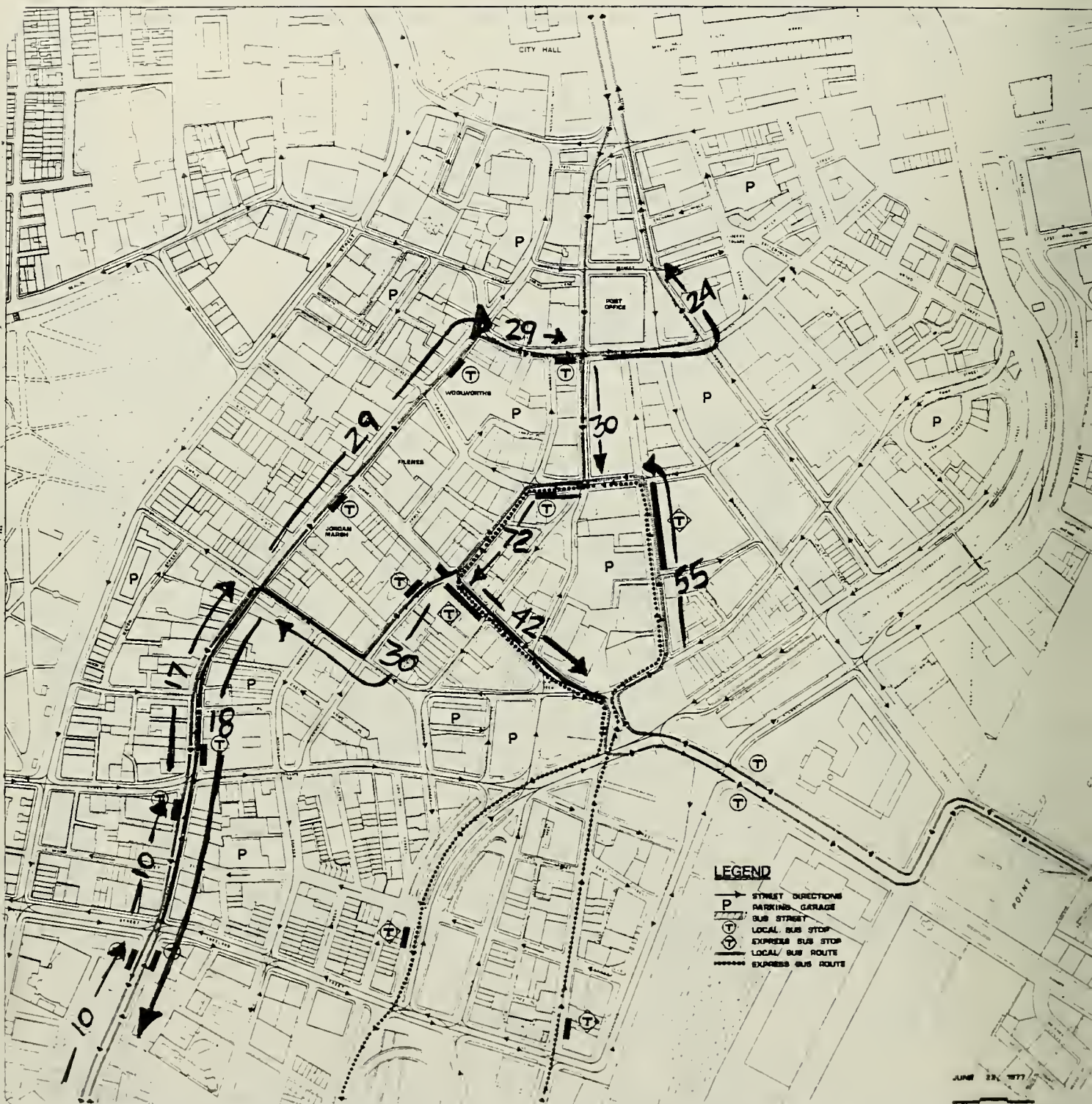


TRANSIT AND TRAFFIC IMPROVEMENT PROGRAM

BUS SERVICE



FIGURE 4: P.M. BUS VOLUMES



TRANSIT AND TRAFFIC
IMPROVEMENT PROGRAM

BUS SERVICE



In addition, one other local bus route, which currently terminates at South Station, will enter the express bus loop from Summer Street, turning right on High to Federal, and will exit the loop by continuing on Summer Street to South Boston.

To accommodate these revised routes, special transit priority systems are also proposed. A combination of exclusive transitways and contra/flow bus lanes will permit buses to operate primarily on traffic-free streets, and to serve the heart of the retail core without the interference from present traffic. Washington Street between Bedford and Milk will be predominately transit, with limited delivery access. A special exclusive bus lane will be constructed on the south side of a widened Bedford Street. Contra-flow bus lanes are proposed for Milk Street eastbound, Chauncy/Arch Streets southbound, and Washington Street southbound from Bedford. These exclusive bus lanes will be self-enforcing. Other parts of the transit loop will be protected from other traffic by physical barriers.

The following buses will be running into the TTIP project area.

<u>Route #</u>	<u>Origin</u>	<u>Present terminus</u>	<u>Existing Two-Way Ridership</u>	<u>% Downtown</u>
11	City Point South Boston	Kneeland and Washington	3296	77%
43	Egleston Square	Park and Tremont	3746	66%
49	Northampton	Essex and Washington	262	86%
92	Sullivan Square (via Main St.)	Haymarket	1218	58%
93	Sullivan Square (via Bunker Hill)	Haymarket	3252	54%
7	City Point South Boston (Via Summer)	South Station	1582	72%
300	Riverside	Summer and Chauncy	3600	100%
301	Brighton Center	Summer and Chauncy	1850	100%
304	Watertown	Summer and Chauncy	4350	100%
305	Waltham	Summer and Chauncy	1200	100%

Chart 1 shows the frequency and headways of these routes as they exist today.

Chart 1
Vehicle Headways of
Existing Bus Routes Serving Downtown

Route #	Route Terminals	<u>Weekday</u>										Sat. Peak V	H	Sun. Peak V	H
		Peak V	H	Bass V	H	2-4 V	H	Peak V	H	8:00 V	H	Late V	H		
2	South Station -														
	North Station	6	6	1	30	1	30	5	5	-	-	-	-	-	-
6	Haymarket - Army Base	4	22	-	-	-	-	3	22	-	-	-	-	-	-
7	South Station -														
	City Point	4	11	2	20	2	20	4	11		40		1	40	1
11	Kneeland - Bay View	7	7	3	15	4	12	7	7	1	30	1	4	12	2
43	Park - Egleston	6	10	4	15	5	15	7	10	2	30	2	4	16	3
49	Essex - Northampton	1	30	1	30	1	35	1	35	-	-	-	1	30	-
92	Haymarket - Sullivan														
	Square via Main	2	15	1	30	1	30	2	15	1	30	1	30	1	30
93	Haymarket - Sullivan														
	Square via Bunker Hill														
	Street	5	7	2	20	3	12	5	10	1	30	1	30		30
300	Summer & Chauncy -														
	Riverside	13	4	3	15	1	15	12	4	1	x	-	-	-	-
301	Summer & Chauncy -														
	Brighton Center	7	7	-	-	-	-	8	10	-	-	-	-	-	-
304	Summer & Chauncy -														
	Watertown	5	7	4	13	5	12	13	5	-	-	-	4	15	-
305	Summer & Chauncy -														
	Waltham	5	15	-	-	1	x	5	20	-	-	-	-	-	-

V = Vehicles
H = Headway

Pedestrian System

The plan provides increased space for pedestrians on all the more congested shopping streets, as shown in Figure 5 with full pedestrianization of Winter Street and of Summer Street from Washington to Hawley. Sidewalk widening is proposed for Washington Street from Summer to Milk, and on Franklin from Arch to Washington Street. The Boston Five Park will be extended across what is now School Street. State House Park will strengthen the pedestrian connection between the Transit and Traffic Improvement Project and Government Center, and the Quincy Markets. The plan proposes a series of combined pedestrian and transit improvements. The most congested segment of Washington Street will become a pedestrian/transitway. The creation of a pedestrian area on Winter Street will provide an excellent link from the retail core to the Boston Common, a major downtown resource, and to the Park Street Rapid Transit Station, one of the principal stations on the Green Line and a major generator of pedestrian trips within the CBD.

Goods Circulation

Goods access will occur on the regular auto streets as well as on certain street segments which are closed to autos. As shown in Figure 6, trucks will have all day use of two routes: 1) Hawley Street southbound to Summer Street eastbound; and 2) Washington Street northbound from Bedford/West Streets to westbound Temple Street. Trucks will be allowed before 11 a.m. only on Washington Street between Temple and Milk Streets, eastbound on Winter Street, and on Franklin/Bromfield from Hawley to Province Streets. The above streets will also be open after 2 p.m. to special goods haulers which include armored express, U.S. Mail, newspaper deliveries, air freight forwarders and parcel deliveries.

The loading zones needed to accommodate peak demand are identified in Figure 6.

Taxi Circulation

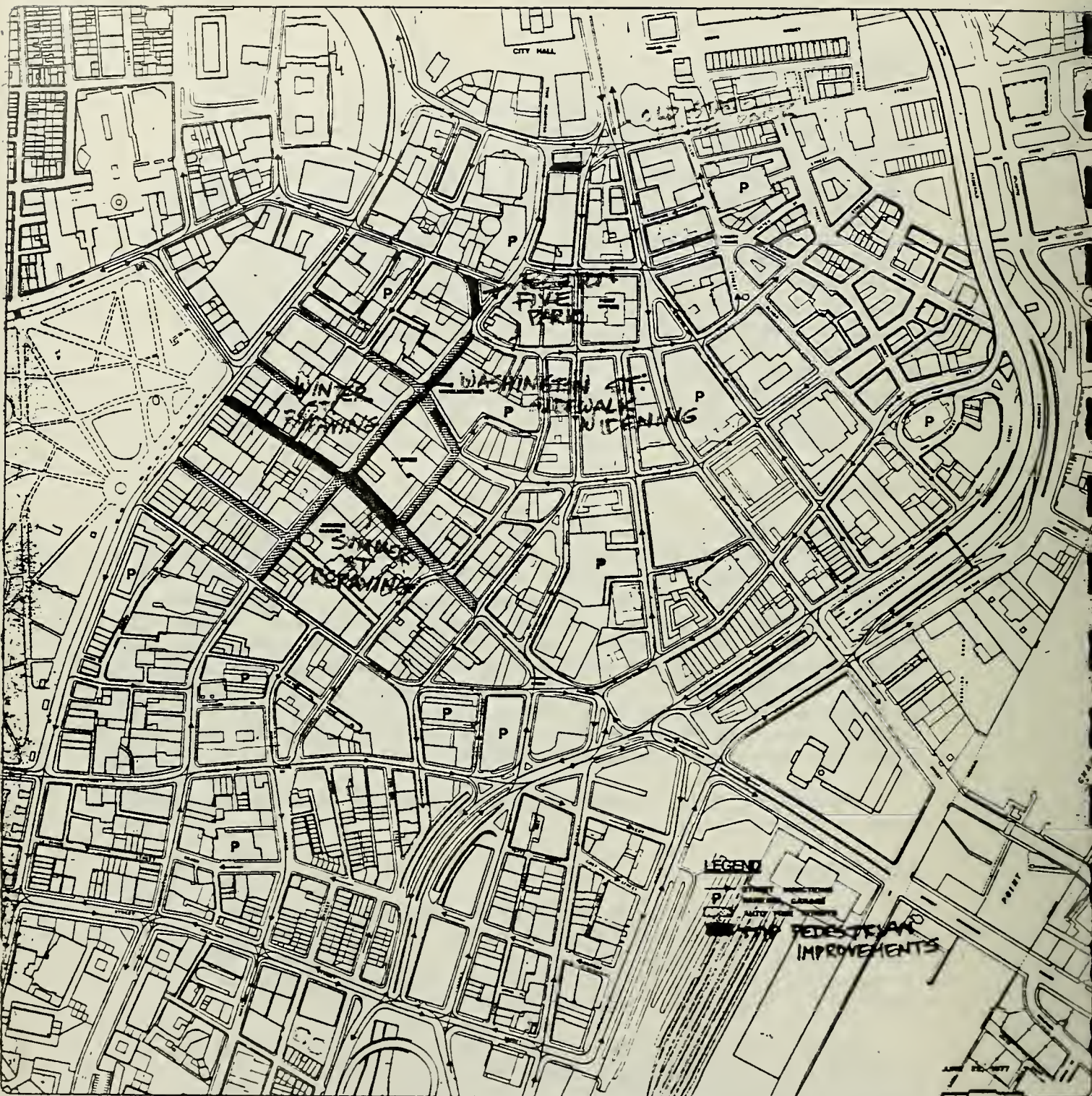
In addition to using all auto streets, taxis will be allowed to use Franklin and Bromfield Streets from Hawley to Province, Hawley Street and Temple Place for access to cab stands. Figure 7. In the evenings, taxis will also be able to use Winter Street and Washington Street from Temple to Bromfield/Franklin.

The location and number of taxi stands has been improved and increased. Of particular importance are the two 6-cab stands on Franklin and Summer Streets, and the two smaller stands near the corner of Washington and Temple.

Auto Circulation

Simplification of the existing maze-like pattern of traffic circulation within the area was identified as the key to reducing the impact of auto traffic on the area and improving conditions for

FIGURE 5



 **TRANSIT AND TRAFFIC
IMPROVEMENT PROGRAM**


Pedestrian System. 

FIGURE 6

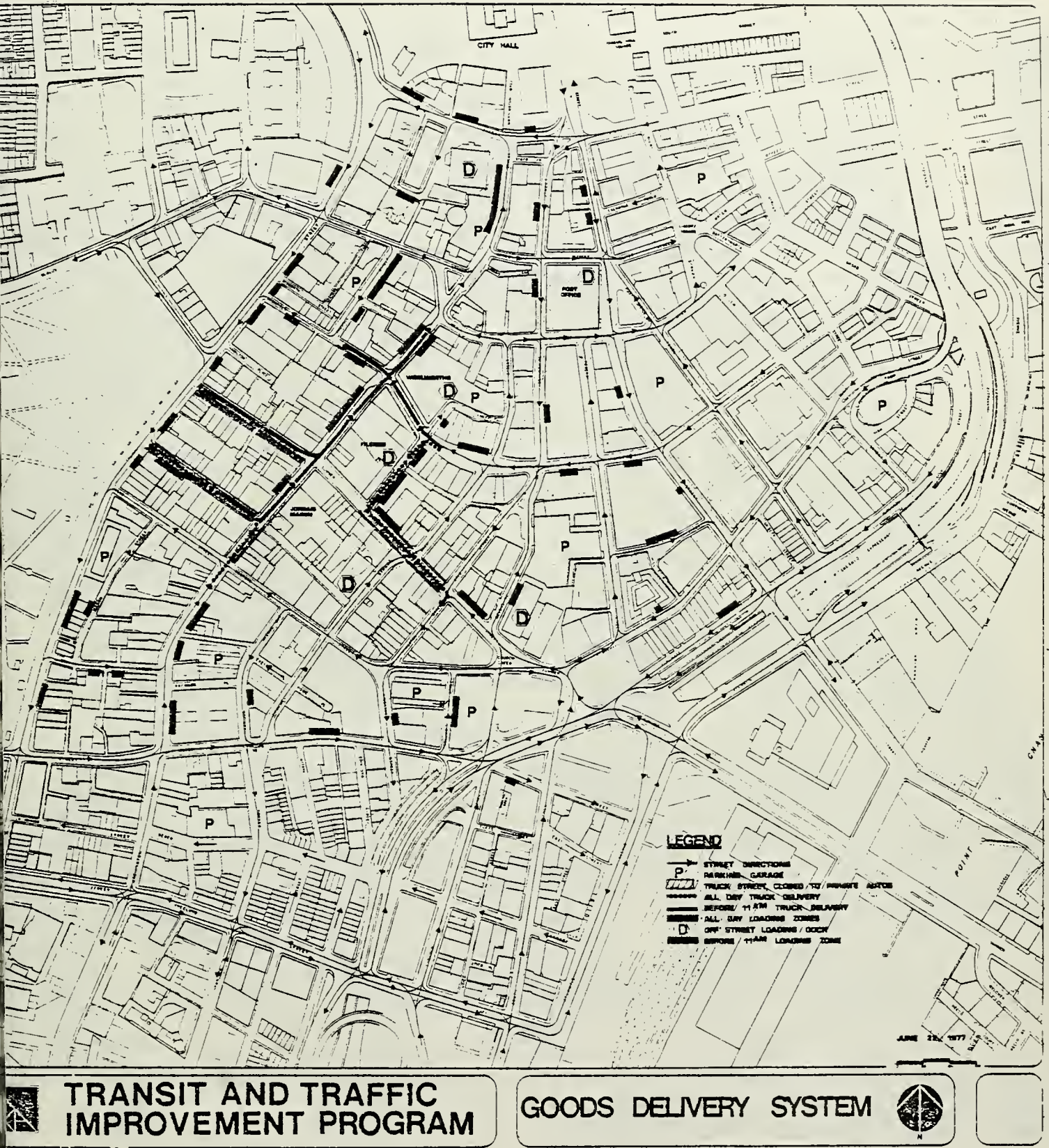
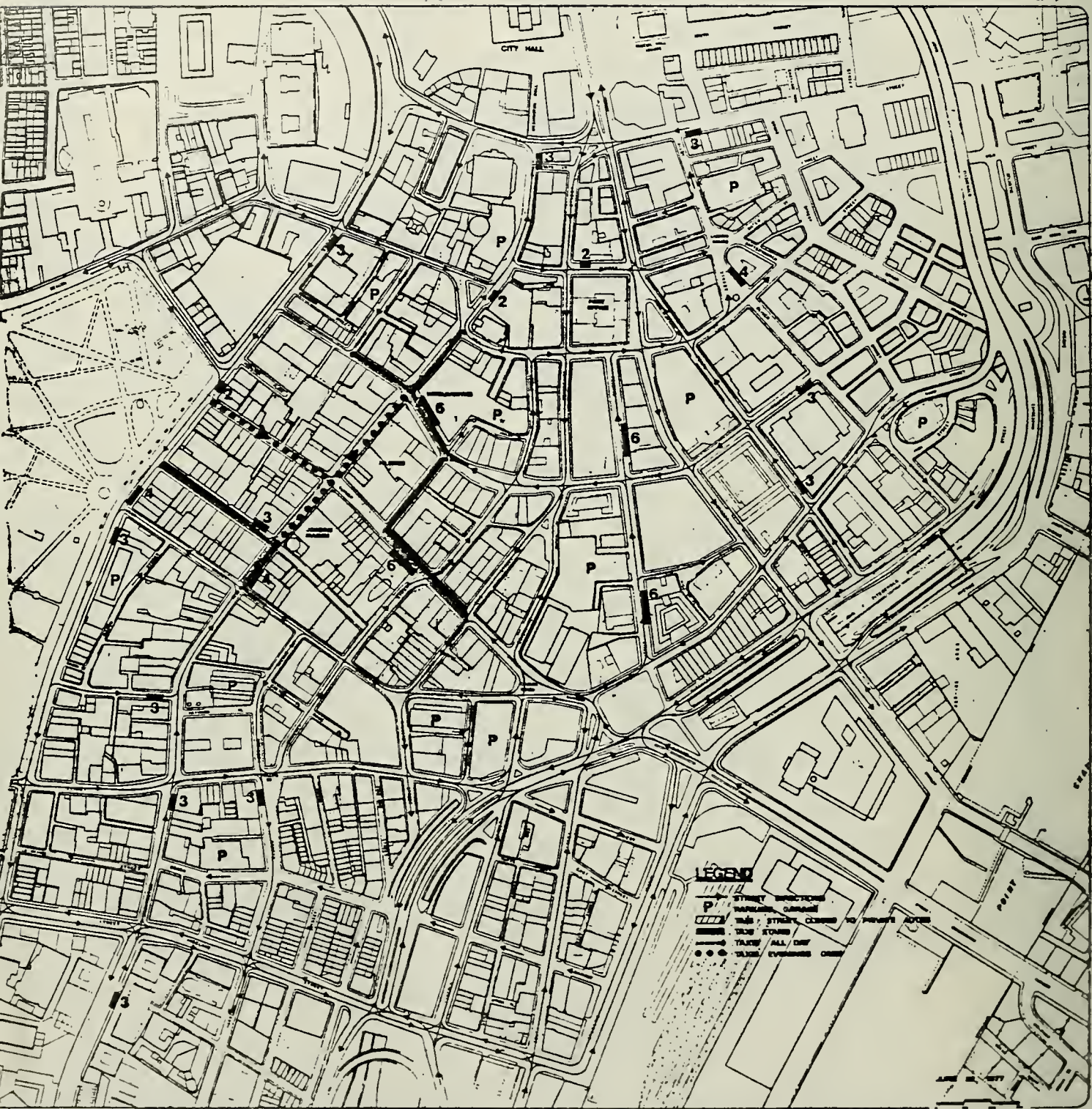



FIGURE 7



 **TRANSIT AND TRAFFIC
IMPROVEMENT PROGRAM**

TAXIS 

pedestrians, taxis and buses. The proposed TTIP circulation pattern is illustrated in Figure 8. As shown, auto traffic will be eliminated from all of Winter, Hawley, Temple Place, and portions of Summer, Washington, Franklin, and Bromfield Streets. Chauncy and Arch Streets will carry northbound traffic to Milk Street, where it can continue west to northbound Washington Street or east to Post Office Square. School Street traffic heading east is diverted to Water Street, allowing Milt Street to run westbound from Arch to Washington and a short section of School Street next to the Boston Five to be closed.

Franklin Street from Arch to Hawley will be open for garage access and taxis only. Bedford Street will run eastbound and connect through West Street to Tremont, forming the southern edge of the project. Washington Street below Bedford will be open to northbound traffic for local access.

Major traffic circulation will be accommodated on Court, Tremont, School, Federal, Devonshire, Congress, West and Bedford Streets. Under this plan, Chauncy, Arch, West, Bedford, Federal, School, and Water Streets must remain clear of parked cars, strict enforcement of parking regulations is a critical part of the total project.

2. PROPOSED CAPITAL ELEMENTS AND COST ESTIMATES

The Transit and Traffic Improvement Project will be funded through three Federal Programs: UMTA Section 3, UMTA section 6, and FHWA Urban Systems. The important catalyst for the City's ability to implement the project at this time is the existence of the demonstration money.

UMTA Section 3:

The MBTA currently has a \$12 million two phased "Transit Efficiency Capital Grant" which has received partial UMTA funding approval. One component of the transit efficiency program is the design of exclusive bus lanes. The MBTA has committed \$795,300 of this capital grant for the design and construction of the downtown bus loops. The specific projects proposed for funding include:

<u>Franklin Street</u>	\$68,000
------------------------	----------

Construction of a bus passenger island in the middle of Franklin Street between Devonshire and Arch Streets with appropriate amenities.

FIGURE 8



Bus Route Signals

\$239,000

Due to the long lead time for new signal controllers the TTIP will first make adjustments to the existing signals or use controllers that the City already has in stock. More sophisticated signalization will be installed as soon as the new equipment arrives.

Bus Route Geometrics

\$152,000

Painting, pavement markings, cones, mountable barriers, realignment of corners, and the widening of Bedford Street, to maximize the ease of bus movements and make the bus lane as self-enforcing as possible.

Bus Route Amenities

\$ 90,000

All necessary shelters, signing, benches or other aids for waiting bus patrons.

Bus Route Engineering

\$174,000

(10%)

Contingencies

\$ 72,300

UMTA Section 3 Total

\$795,300

Federal Urban Systems

The Federal Highway Administration's Urbans Systems funding will be sought for construction of the pedestrian areas and the non-transit related signals and signing.

Winter Street

\$189,000

Approximately 18,000 square feet for use by pedestrians all day, deliveries before 11 a.m. and taxis after 7 p.m. Removal of old curbing; mountable curb placed at each end of street, new paving building face to building face, lighted bollards.

Summer Street

\$150,000

Approximately 18,000 square feet between Washington and Hawley Streets to be used by pedestrians only. Removal of old curbing, new paving building face to building face, new lighting, new pedestrian amenities.

Old State House Park

\$165,000

Reconstruction of State Street south of the Old State House with granite paving, new lighting, benches and bollards.

School Street Extension

\$ 56,000

Extension of existing park to the Boston Five with granite paving. Approximately 4,300 square feet.

Washington Street

\$ 95,000

Widening east sidewalk between Summer and Milk, Identification of bus stops and appropriate amenities.

Traffic Related Information Systems

\$359,000

All necessary signing or other pavement markings, non-transit related signals and signing.

Federal Urban Systems Total

\$1,014,000

UMTA Section 6:

While the major portion of the UMTA demonstration funds will be devoted to non-capital elements, some capital funds are being requested, as follows:

Traffic Geometrics

\$10,000

Needed painting or channelization not covered by the MBTA's capital grant work.

Non-traffic Related Information Systems

\$40,000

Signing to direct people to the taxi stands and bus stops, informational kiosks, and peripheral signing to encourage people into the project area.

Contingencies

\$200,760

Total UMTA Section 6 Capital

\$250,760

3. PROPOSED NON-CAPITAL ELEMENTS AND COST ESTIMATES

All non-capital elements will be funded with the UMTA section 6 Demonstration Grant.

MBTA Operating Subsidy \$709,792

The extension of the MBTA routes into the project area increases operating costs due to increased route miles and additional operators. Neither the MBTA nor the cities and towns who fund its operating deficit can afford these increased operating costs. This one year operating subsidy will allow time to build increased ridership on the line. The MBTA's Service Policy sets a minimum standard for the proportion of operating costs that must be covered by revenue of (30%). If, after the first year, revenues from the extended routes meet this standard, MBTA will assume the subsidy for the routes.

Enforcement \$134,403

This item covers the costs of guaranteed immediate police towing of illegally parked cars and the assignment of officers at the two major entry points into the TTIP area and at intersections which require traffic officers.

Maintenance \$ 30,000

This will be a special item for a private contractor to maintain the area to supplement the Public Works Department's normal maintenance work.

Promotion \$ 75,000

This element will include a site office and a full time person to develop leaflets, advertisings, media coverage, special events, or any other methods to encourage people to use the area.

Evaluation \$200,000

At the end of the year and at key points during the year the City and MBTA will measure the success of the program. The evaluation criteria will include but not be limited to increases in retail sales, increases in MBTA ridership on both buses and subways, changes in pedestrian volumes, traffic volumes and levels of service at key intersections.

Project Management \$117,000

To ensure adequate coordination and supervision of the engineering and operation of the project, 6% of the capital budget has been set aside within the Section 6 grant to fund the project's management for two years. This figure is based on a standard UMTA allocation for management costs. These costs have not been provided for in either the Section 3 or the Urban Systems budgets.

Total UMTA Section 6 Non-Capital

\$1,266,195

A summary of the total budget is shown on the following pages. The total UMTA Section 6 demonstration grant including both capital and non-capital elements is \$1,516,955.

TTIP BUDGET

PROPOSED CAPITAL ELEMENTS AND COST ESTIMATES

UMTA SECTION 3:

Franklin Street bus island	\$ 68,000
Bus route signals	239,000
Bus route geometrics	152,000
Bus route amenities (Shelters, benches, etc.)	90,000
Bus route engineering	174,000
Contingencies	<u>72,300</u>
Total	\$795,300

FEDERAL URBAN SYSTEMS:

Winter Street	189,000
Summer Street	150,000
Old State House Park	165,000
School Street	56,000
Washington Street	95,000

Traffic Related Information Systems:

Pavement Markings	40,000
Signals	269,000
Signing	<u>50,000</u>
Total	\$1,014,000

UMTA SECTION 6:

Traffic Geometrics	10,000
Non-traffic Related Information Systems	40,000
Contingencies	200,760
Total	\$250,760

PROPOSED NON-CAPITAL ELEMENTS AND COST ESTIMATES

UMTA SECTION 6:

MBTA Operating Subsidy	709,792
Enforcement	134,403
Maintenance	30,000
Promotion	75,000
Evaluation	200,000
Project Management	<u>117,000</u>
Total	\$1,266,195

SUMMARY

CAPITAL:	UMTA SECTION 3	795,300
	URBAN SYSTEMS.	1,014,000
	UMTA SECTION 6	250,760
	TOTAL	\$2,060,060
NON-CAPITAL:	UMTA SECTION 6	\$1,266,195
PROJECT TOTAL		\$3,326,255

Demonstration Grant Budget Summary

Traffic Geometrics	\$ 10,000	
Non traffic realted information systems	40,000	
Contingencies	200,760	
MBTA Operating Subsidy	709,792	
Enforcement	134,403	
Maintenance	30,000	
Promotion	75,000	
Evaluation	200,000	
Project Management	117,000	
Total		\$1,516,955

Exhibit B: Public Transportation System

The public transportation system is described in the June 1977 Transportation Improvement Program, which is an attachment to this application.

In addition to the MBTA services, several private operators provide public transportation. Taxis are an integral part of the circulation and feeder system for the downtown. There are 1525 Boston taxi medallions. Although accurate taxi travel pattern data is difficult to obtain, an estimated 17% of all Boston daytime taxi trips and 8% at night, start or end in the project area. This amounts to about 4,000 taxi trips with origins or destinations in the area on a typical weekday.

As shown below, private commuter and intercity bus routes terminate at three downtown locations. Two terminals are located to the west of the TTIP area at Park Square and one to the east at South Station. Of the three terminals, South Station is most convenient to the project area.

Private Commuter Bus Service Servicing Downtown

<u>Terminal</u>	<u>Bus Company</u>	<u>Servicing</u>
<u>South Station</u>	Plymouth & Brockton/Brush Hill	South Shore
<u>Greyhound Terminal</u>	Plymouth & Brockton/Brush Hill	South Shore
	ABC	Providence
	Boston Commuter	Haverhill/Lawrence
	Hudson	Peabody
	Bonanza	Providence/Newport/ Fall River
	Englander	Fitchburgh & West
<u>Trailways Terminal</u>	Grayline	Worcester/Framingham
	Wellesley Fells	Framingham
	Trombley	Lawrence/Andover
	Almeida	Middleboro/New Bedford/ Cape Cod

Daily commuter bus patronage on those lines described above is estimated to be approximately 10,500 in each direction, with nearly 7,000 of the daily commuters arriving during the 7-9 a.m. peak period. Daily scheduled commuter bus arrivals total about 400, with a similar number of departures. Commuter bus patronage remains fairly steady on weekdays throughout the year, but is much lower on weekends. A postcard survey conducted in 1975 showed that an average of 93% of the private bus riders are downtown employees.

1. Background

The area chosen as the focus of the TTIP is the heart of the downtown, the oldest developed area in the City. Specifically, its boundaries are State/Court Streets to the north, the Central Artery to the east, Stuart/Kneeland Streets to the south and Tremont Street to the west. Within the 3.6 square-mile area defined as the Central Business District, nearly 300,000 persons are employed. The area chosen for the ARZ Study comprises only .7 square miles but has an overall employee population of 126,343. The study area covers the core retail and financial districts of the CBD. On the north is the Government Center; Boston Common is the western boundary; and to the east is the revitalized waterfront.

Retailing is a principal activity within the area, anchored by the presence of several major department and variety stores. Despite a 14 percent constant dollar decline in total sales volume reported for the five years prior to 1972, the retail environment appears to be strong. Vacant retail ground floor space is minimal. Major retail establishments are showing future commitment to downtown with reconstruction of facilities and continued promotion and support of downtown outlets. Other retail activity in downtown includes clothing, shoes, cameras, records and books. In recent years, branch banking has grown considerably in use of ground floor space.

Dining and entertainment are well represented in downtown Boston. The old City Hall has been converted to a French restaurant, complete with an outdoor cafe style dining area. The Parker House on Tremont Street remains a first-class hotel and a center of evening activity with its bars, restaurants and social functions. The Boston Opera Company is headquartered in the former Orpheum Theater. Along Washington Street are several movie theaters and the adult entertainment district.

Many highly visible improvements have occurred in downtown Boston during the last fifteen years. Numerous major new office buildings were constructed in the Financial District, particularly along Franklin Street. A major new Government Center, was constructed at the head of Washington Street and a pedestrian connection to the waterfront has just been completed. Renewal in the South Cove and the Tufts Medical Center, as well as other current proposals, reinforce the activity base of the downtown area.

The historically important and attractive buildings dotting these streets enhance their potential for successful renewal. Many of the buildings possess a quality and scale which have made European pedestrianized streets delightful. Reuse of such buildings has accelerated in Boston in recent years. Old City Hall, the Record American Building, and the Faneuil Hall Markets, are good examples of conversion and reuse in the downtown area.

As a result of a careful, incremental approach by the Boston Redevelopment Authority Urban Design Department, a number of small but highly significant open space improvements occurred within the downtown at School and Washington, Filene's Park, Winthrop Square, next to Summer Street, and Liberty Tree Park. On workdays, particularly at peak shopping hours, there is more than sufficient activity to keep all of these improved areas well occupied.

The physical renewal and relatively stable activities make downtown Boston one of the most successful examples of downtown revitalization in the country. Its current physical character is set by a dense blending of new and historic buildings on a complex irregular street pattern. It serves as the financial and government center for a 3 million person metropolitan area. It is a center of a major underground rapid transit system. It is alive with concentrated daily business activities and caters to a large number of tourists and visitors. The downtown is surrounded by attractive residential areas, medical institutions, and other stable activity centers, which insure its long range vitality.

2. Existing Problems and Opportunities

Boston's downtown as one of the oldest and most densely developed urban centers in the United States, bears witness to its rich history in many ways, not the least of which is its transportation system. On the one hand, the well developed rapid transit system, centered on downtown, still carries 62% of daily trips made into the project area. On the other hand the remaining 38% which come by automobile, arrive in the study area to find an antiquated and confusing street system which reflects its origins in another era.

Traffic

Although traffic volumes are not excessive for a major urban area, the narrow streets and complex intersections in the study area produce traffic congestion throughout much of the day. Evening peak-hour volumes range from over 1,000 vehicles on Court Street to 280 on Federal Street. Congestion within the area is exacerbated by a lack of proper traffic regulations enforcement. Illegal parking, double parking, and illegal loading and unloading combine with heavy pedestrian volumes to create severe congestion in peak hours and a high base level of congestion in the off peak. Lack of parking regulation enforcement reduces the capacity of the downtown street network by as much as 45 percent.

Pedestrians

Because the study area comprises the core of the extremely active and densely developed retail and financial district, pedestrian travel volumes are among the highest in the City and the nation. These heavy pedestrian volumes serve to compound other circulation problems due to inadequate streets, heavy vehicular traffic, and widespread illegal parking. Pedestrians and vehicles are in a

state of conflict throughout the day, but especially in peak hours, as they both compete for limited street space.

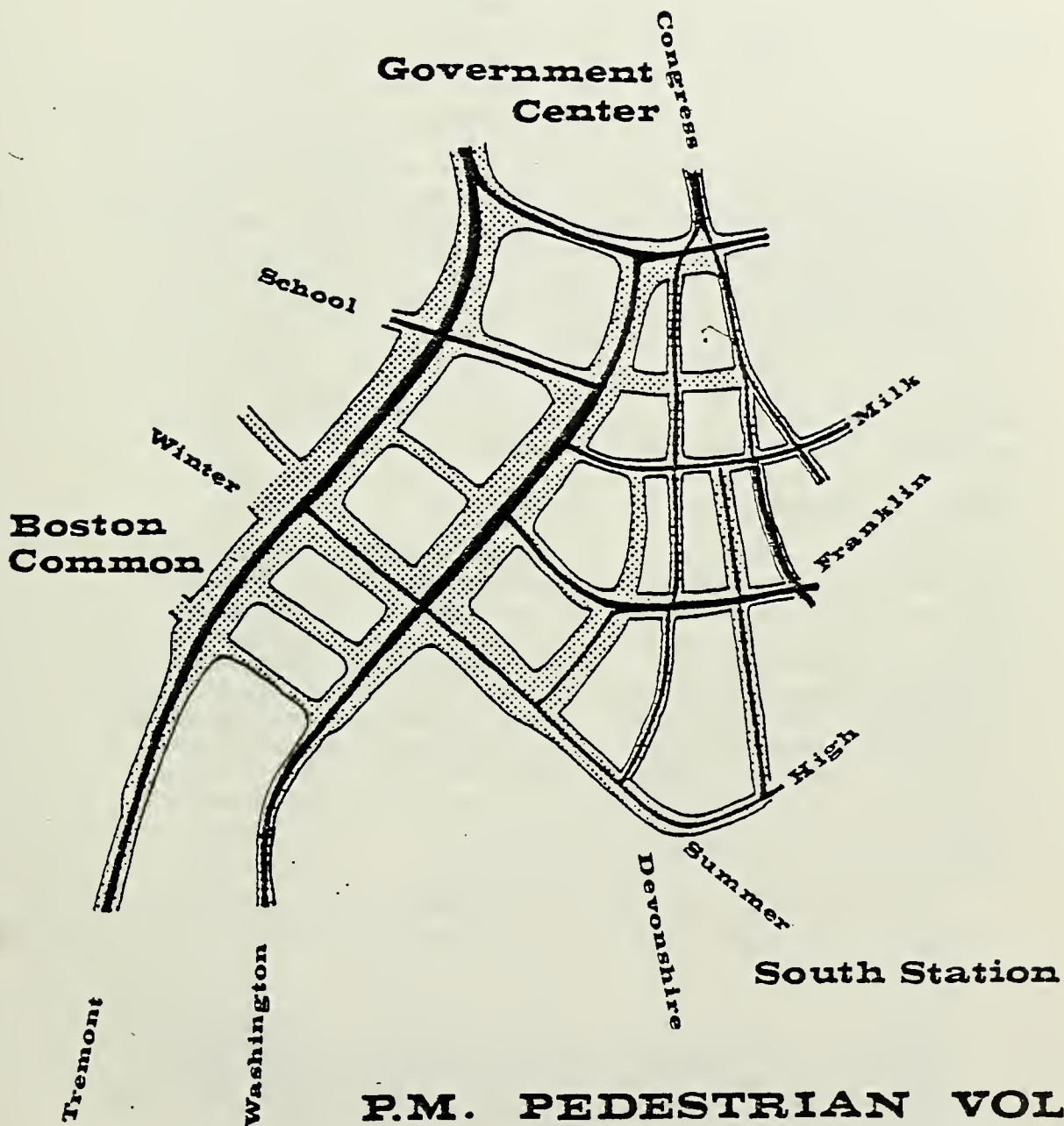
The pedestrian experience in downtown Boston is one of conflict, congestion, and confusion. During peak hours, pedestrian volumes on Washington, Tremont, Winter, Summer and Franklin are in the 5,000 to 9,000 range; facilities which can accommodate these volumes are lacking. Moreover, congested flow along sidewalks occurs throughout the downtown area. On the links between the Government Center and Financial District employment areas and subway stops, express bus stops, and the Retail District, heaviest congestion occurs during morning, evening and lunchtime peaks. Using Fruin's measure of pedestrian congestion, level of service along Franklin Street falls in the D and E range, in which conflicts between pedestrians are inevitable, physical collisions probable, crossing or reverse movement severely restricted, and passing of slower pedestrians rarely possible. On major shopping streets, such as Washington and Winter/Summer, the level of pedestrian congestion rarely abates through the afternoon shopping period between lunchtime and evening peaks. Levels of service on these streets range from C to E, and the amount of additional sidewalk width required to achieve level of service B ranges up to 21 feet.

Figure 9 compares pedestrian volumes and the number of occupants in vehicles on the streets in the area. It graphically illustrates the inequitable allocation of public street space. Four times as many pedestrians as people in vehicles use Washington Street. Yet, the pedestrian sidewalk space is half the amount of roadway provided for the vehicles.

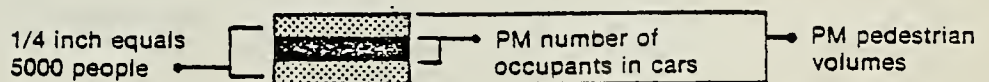
Transit

Although the regional public transportation system provides a very high level of service for regional trips into the CBD, the radial transit system provides very little circulation either within the CBD in general or more specifically, within the service area. Each of the four major rapid transit lines has at least two stops within the project area study area, yet the subway system provides very little circulation service between activity centers within and on the fringe of the study area. Similarly, MBTA bus routes and privately operated commuter bus routes provide service to and from the MBTA project area but provide very little circulation with the study area. Because their travel time would skyrocket due to unpredictable traffic operating conditions. MBTA bus routes, both express and local, are unable to enter the downtown. They are forced to stop on the periphery of the area, where passengers must transfer to the subway for a one stop ride, or walk long distances to their destinations. For the residents of neighborhoods close to downtown the transfer time represents a higher percentage of total trip time and thus becomes a greater disincentive to use the service.

FIGURE 9



P.M. PEDESTRIAN VOLUMES VS. NUMBER OF OCCUPANTS IN CARS



SOURCE: B. R. A.

Goods Movement

Approximately 600 potential delivery points exist within the project area. Principal shippers and receivers in this total include 400 small retail shops, four major department stores, 40 restaurants, and 45 banks or other financial institutions. Very few of the businesses in the downtown core have any sort of backdoor or alley access for pickups and deliveries. Thus most deliveries in downtown Boston are made through the front doors of businesses with the delivery vehicle parked in the street nearby. In addition to these vehicles, which are frequently double-parked, other delivery trucks are often queued in the streets waiting to unload at one of the busy off-street facilities within the area. Although on-street parking and loading is heavily restricted in the study area, the lack of enforcement permits private vehicles to encroach on designated loading zones. Available legal loading zones in the area total 685 linear feet, which is equivalent to 23 legal truck loading spaces; only one half of morning and one quarter of afternoon deliveries are accommodated in designated loading zones.

Physical Environment

By contrast to most U.S. downtowns, the Boston project area is alive with an unusual amount and variety of activity. By rough estimates, 27 million persons-hours per year are now spent on these streets. Nevertheless, much of the area is made unpleasant by crowding, conflict with autos, noise and pollution, and a neglected physical environment. Some of the older niches and alleys, such as Spring Lane and Winter Place, offer a pleasantly surprising contrast. The newer small parks, such as those at Filene's and the Boston Five Bank, have also introduced some relief and a chance to relax. But most of the shopping streets continue to have a rather harsh environment and an anonymous flow of crowds. This problem is composed of a number of related aspects:

The overall image of the area is not very attractive, especially on the older streets not touched by recent renewal.

Activities such as window shopping, socializing, people-watching, recreation, and street vending are substantially eliminated by the crowding on these streets. If ample space and facilities were provided, such activities would attract more people to the area and induce those already there to stay longer.

The elderly and handicapped are even more severely affected by the crowding and pedestrian-vehicle conflicts than the average user. The numerous elderly use the streets with great aggravation and discomfort, while handicapped people are rarely seen on the street, probably because they could not compete for such scarce space.

The physical environment is severely affected by noise and air pollution. Recent measurements at Jordan Marsh on Washington

Street indicated that carbon monoxide levels greatly exceed Federal standards and that emissions would have to be reduced by 60 percent to meet EPA requirements. An experiment conducted in 1971 on Washington Street showed that average daily CO measurements of 19 parts per million (PPM) on June 3 with "normal traffic" were reduced to 4PPM on May 29, and 0.7PPM on June 5, when the street was closed to traffic.

3. Objectives of the Demonstration Project

The Boston Transit and Traffic Improvement Program was prepared with the general intent of encouraging the continued physical and economic revitalization of downtown Boston. The program seeks to set up a more balanced circulation framework, make the streets more attractive through specific urban design improvements, and create new programs for the management and utilization of downtown resources. The objectives related to these goals can be stated more specifically as:

Economic Vitality - The project area is above all the commercial center of the Boston metropolitan area. Any traffic rerouting or street improvements must be directed at supporting and expanding markets and opportunities for the downtown economy. The extraordinary street life and activity in the area attest to its role and attraction within the community. The project should work toward the expansion and diversification of this already bustling activity area.

Pedestrians - A continuous pedestrian circulation network within the retail and financial districts will be developed to connect primary activity areas -- concentrations of office, shops, residences and tourist recreational areas -- to one another. Above all, conflicts with vehicular traffic should be minimized.

Public Transit - Accessibility to and within the project area should be improved by new routing, coordinated stops and schedules, and allocating exclusive street space for transit use where possible. The objective is to bring more people downtown by transit through more efficient and convenient service.

Deliveries, Emergency and Service Vehicles - All necessary access for these vehicles should be maintained; deliveries should be scheduled at times when conflicts with pedestrians and other traffic can be minimized. Delivery time and costs should be minimized through enforced loading zones, exclusive use of streets by delivery vehicles at certain times and provision of off street loading on all new development.

Private Auto Traffic and Parking - On streets in the retail district where private auto traffic seriously interferes with the other circulation elements, it should be restricted or eliminated. A simplified auto circulation system that clearly

identifies primary auto circulator streets and secondary auto access streets should be developed. Congestion impacts should be minimized through improvement of intersections, proper traffic enforcement, a new signing system and elimination of parking search and superfluous circulating traffic.

Image and Environment - Finally, the general image and attraction of the older downtown streets should be improved with the goal of creating a physically comfortable street environment free of noise and pollution and equipped with pedestrian amenities. Most important, it is hoped that the project will lead to a physical and institutional framework for improved urban design within the district.

4. Project Justification: Capital Elements

Given these existing conditions and the goals of the demonstration project, the elements of the project meet the objectives in the following ways:

Economic Vitality

Retail business will improve significantly under the proposed plan. Based on experience in other cities which have implemented similar programs, attraction of the central part of the retail area is expected to increase considerably. Retail sales gains of as much as 10 percent could be expected on the streets with environmental improvements: Washington in the TTIP area, Winter Street and Temple Place, Summer, Franklin and Bromfield. Due to the numerous factors influencing the retail business, these projections can only be treated as general indicators. They do, however, indicate the order of magnitude of benefits that may be expected and allow general comparisons with estimated costs.

Real Estate and Redevelopment

Similarly, real estate development is likely to be affected by the plan. The Lafayette Place development is the largest and highest priority project for the Redevelopment Authority in this area. The TTIP proposals have been designed to support and complement the Lafayette Place project.

In the Lafayette Place development proposals Bedford Street becomes a pedestrian mall and a new Essex Street is constructed to carry the major westbound traffic now on Bedford Street. This is perfectly compatible with the TTIP, which, because it will be built first, will use Bedford Street for auto and transit circulation. However, when Lafayette Place is implemented and traffic is shifted from Bedford to New Essex the TTIP circulation systems will be shifted accordingly.

The architectural and historic character of some of the streets is threatened by the vacancies in many older buildings. Without the prospect of income, owners are leaving buildings empty, unheated, and in need of repairs. A few years of such neglect can cause

the buildings to deteriorate beyond repair and force them to be torn down. The demolition of more older buildings could destroy the character and attraction of the area as a district. The improvement of adjacent streets and renewed and well managed pedestrian districts could become an important incentive for preserving these buildings. Incentives for building reuse will exist on Washington, Winter, Temple, Bromfield and Franklin Streets due to the improved environment.

Pedestrian Environment and Accessibility

The TTIP elements should have a major effect on the pedestrian environment and accessibility. Reduced crowding and corner congestion due to expanded pedestrian facilities and removal of conflicting vehicular traffic flows should enable increases in the number and length of walking trips in the Boston CBD. Currently the average person will walk about 900'. With the proposed improvements, the average walking distance could be increased to 1200'. Levels of service for pedestrians on Washington Street will be improved from "D" to "B" or better. Most important, the pedestrian environment would be significantly improved at Washington and Summer Streets, the most heavily used pedestrian intersection in the city. Although traffic congestion at the TTIP periphery will not be improved, air and noise pollution levels impacts on pedestrians will be reduced overall.

The proposed Plan would improve accessibility for transit riders both to and within the TTIP area. Bus riders would receive gains in accessibility due to greater penetration of the downtown by the proposed local and express routes. Rapid transit users, especially those using the Park Street Station for access to the downtown retail core could experience shorter walking times due to reduced conflicts with vehicular traffic.

Because of the increased penetration into the downtown and the improved overall travel time, the changes proposed for the express and local bus routes should have a positive impact on ridership. Ridership increases on the MBTA buses could be as high as 15%. In addition, a 3% increase in ridership on the rapid transit lines is anticipated.

A second factor which may produce an increase in ridership above that projected is a change in the image of the MBTA bus service. Current traffic conditions in the Boston CBD have prevented bus access to the area now proposed for an TTIP and bus service on the periphery of this area is frequently delayed by severe traffic congestion. Because of this project, buses will be able to enter the downtown on exclusive rights of way, with minimum conflict with other traffic. This major improvement in the operating conditions within and on the edge of the proposed TTIP could potentially improve the overall image of MBTA bus service in the Boston CBD.

In addition, physical improvement such as bus shelters, addition of bus stop amenities, such as benches, an improved information system, and renovation of subway stations will certainly help to improve the image and visibility of the MBTA downtown.

Finally, the bus route extensions represent a particular service improvement for residents of the neighborhoods close to downtown. These residents view the downtown retail area not as a regional center but as their local shopping center. Ironically, however, riders from these neighborhoods must transfer to the rapid transit or walk long distances to reach the downtown. The transfer is much more of a disincentive to these riders because it involves a much higher percentage of their total trip time than that of people coming from outer communities. Since residents of these neighborhoods are already oriented to shopping downtown and will receive major trip time savings from the route extensions, ridership increases are predicted from this market.

Taxis

Taxis are a complementary part of the public transportation system. Major stands on streets open to taxis but closed to private autos will be located on the periphery of the retail core. These will be large well marked stands with other informational signs directing people to them. The taxis will be able to easily get to and from these stands and people seeking cabs will know exactly where to go to get a cab. Shoppers will be encouraged to buy large items knowing they can get their purchases home by taxi. This part of the TTIP will have the positive effects of 1) reducing the number of empty cabs cruising around to look for passengers 2) increasing taxi use, and 3) improving downtown distribution.

In addition, taxis will have unrestricted use of the project streets in the evening, thus allowing door to door service in that area.

Private Auto Traffic and Parking

The most important traffic change which will occur as part of the project is the closure of Washington Street Winter and part of Summer to automobile traffic. While the resulting alteration in the traffic pattern will cause some short term disruption and add some traffic to peripheral streets, it also offers some long term advantages. Conflicts between auto movements and those of the other modes will be substantially reduced since many of the activities associated with the other modes will be occurring on streets which the autos are not using. The maze-like effect in the downtown will be reduced since fewer streets will be used to carry traffic and greatly improved signing will route people through the area and to parking facilities. Rigid enforcement of the on-street parking prohibitions will guarantee that all the needed street space will be available for traffic flow. A key part of the plan will be a widespread media campaign which will acquaint motorists with the traffic changes before they happen.

The opportunity to readjust the traffic patterns in the area is aided by the fact that capacities at the intersections around the periphery of the project are already at their maximum. There is enough additional capacity within the interior to accommodate the traffic changes, and to allow for the internal street capacity to be balanced with the external traffic operations.

An estimated 600 on-street parking spaces would be eliminated by the proposed plan. Of these, 240 are existing legal spaces and 360 are illegal spaces. Because these spaces are utilized approximately 90 percent of the time, this will result in an effective loss of 540 spaces. The number of surplus spaces in off-street garages and lots, however, is estimated to be approximately 1,400 spaces, and thus the reduction of on-street parking space due to the TTIP is not projected to have significant impacts.

Deliveries, Emergency and Service Vehicles

Access for emergency vehicles will be provided at all times. Analysis further indicates that no major capacity problems will emerge on any streets with loading zones, assuming that the required space is provided and adequately policed to ensure that it is available to goods haulers. If this is done, good haulers could expect little, if any, increase in the amount of time needed to make deliveries as a result of delays.

However, because the circulation scheme for the plan calls for diversion of trucks from certain key circulation streets which also have a considerable volume of goods movement activity, additional walking time will be required for deliveries to businesses on these streets. This additional time translates directly into additional delivery costs incurred by goods haulers serving these businesses. Based on the number of deliveries per day to businesses located on these streets and the walking distance from the delivery points on those streets to the most likely nearby loading zone, it is estimated that the plan will result in an increase in delivery cost for the TTIP area as a whole of \$357,000 or about 6.5 percent over the present \$5.5 million.

The TTIP represents a very reasonable approach from the standpoint of goods movement. It affords good circulation for goods movement vehicles and, given that a sufficient amount of loading zone space is allotted and policed, can provide adequate facilities for delivery vehicles so as to eliminate the double and sometime triple parking which is so prevalent by goods movement vehicles in downtown Boston today. Although the cost of goods movement within the project area would increase as a result of the plan, the 6.5 percent increase should be absorbed through increased sales.

Finally, the goods movement system under the plan represents a substantially better system than the present system in downtown Boston by providing adequate, well-defined, and well-policed loading zone spaces throughout the TTIP area.

5. Project Justification: Non-Capital Elements

The overall effect of the TTIP will be an improved downtown environment, both as a result of the physical improvement and a coordinated approach to downtown planning. the non-capital elements of the demonstration grant are particularly important in this regard. First, a special enforcement program has been developed to ensure compliance with the new traffic and parking regulations. This enforcement effort is crucial in order to 1) keep traffic moving on auto access streets 2) protect the exclusive bus lanes from auto traffic 3) insure that autos do not encroach in the pedestrian zones and 4) make sure that selective restrictions (i.e. for trucks) are observed. Second, an ongoing maintenance and promotion effort will be conducted. A full time person will be responsible for promotion through media coverage, special events and other similar programs. Every effort will be made during the year to encourage shoppers into the area. This promotion is essential to explain the goals of the project to the public, to create a new downtown image, and to publicize the new transit routes.

Finally, a systematic evaluation of the project will be carried out, in order to determine impacts of the project, future fundings commitments, next steps in the program, and applicability to other areas in Boston and to other cities.

Exhibit D: PLANNING CONSIDERATIONS

The A-95 Metropolitan Clearinghouse Function for the Boston metropolitan area is performed by two agencies. The Office of State Planning reviews all projects involving use of federal funds statewide. The Metropolitan Area Planning Council reviews projects which occur within its 101 city and town region (map)

Transportation policy for the metropolitan area is formulated by the Metropolitan Planning Organization, composed of six signatory agencies: the Executive Office of Transportation and Construction (EOTC), the Metropolitan Area Planning Council (MAPC), the Massachusetts Department of Public Works (MDPW), the Massachusetts Bay Transportation Authority (MBTA), the Advisory Board to the MBTA, and the Massachusetts Port Authority (Massport).

With the cooperation of these agencies, their citizen advisory body, the Joint Regional Transportation Committee (JRTC), a 20-year transportation plan was developed for the region in 1975. The following excerpt from the plan describes regional transportation policy:

"Through a broadly a broadly participatory and interagency process, the Boston region has defined a transportation policy whose basic tenets are preserving the vitality of the regional core through an improved public transportation system. Major events in the creation of this policy were the November 1972 gubernatorial decision to build no further major expressways within the circumference of Route 128 and the subsequent withdrawal of previously committed Routes I-95 North and South and I-695 from the interstate highway system, as well as the abandonment of plans to extend Route 2 into the core. The withdrawal of these interstate projects, under the interstate transfer provisions of the 1973 Federal Aid Highway Act, has made substantial resources available for public transportation improvements in the Boston region. The central tenet of the transportation policy for the region therefore, is that future investment must concentrate overwhelmingly upon the improvement of public transportation...

This policy has emerged from a determination to develop an integrated transportation network with the maximum possible beneficial impacts on the regional economy, the regional environment, regional equity, and future patterns of metropolitan development...

The balanced transportation Plan designed to implement this strategy consists of four main elements:

1. Improvements in the fiscal, institutional, and operational context for the delivery of transportation services. These include the assumption by the state of 50 percent of the net cost of service of all regional transit authorities, including the MBTA; the integration of transit planning with comprehensive planning for regional development; an open and participatory planning process involving state agencies, regional and local officials, and private citizens; a regional parking-pricing system to encourage maximum use of the public transportation network; and support for using a portion of state gas tax revenues for public transportation purposes.
2. Capital improvements in the region's public transportation network. These include new and improved rolling stock--buses, trolleys, rapid transit, and commuter rail; major line-haul extensions and improvements; and improved downtown distribution.
3. Improvements in the highway and parking network to serve public transportation purposes and thereby contribute to a balanced, integrated system. These include management of existing highways to give preferential treatment to public transportation and other high priority vehicles; a special tunnel under Boston harbor to provide direct bus, limousine, and taxi access to Logan Airport; and new and improved roads and ramps to provide better access to key public transportation intercept points; (for example, ramps from Route 3 to parking at the Red Line extension to South Quincy and South Braintree; ramps and parking at the proposed Red Line station at Alewife Brook Parkway).
4. Continued improvements to the existing street and highway system of the region. Most trips in the region will continue to be by motor vehicle. The road system which serves these trips will be improved wherever it is possible to do so at acceptable cost--in terms of environmental and social impacts and transportation policy, as well as dollar cost. A program of local and sub-regional improvements, for many years the focus of considerable joint planning and implementation by the Department of Public Works and the localities, has therefore become a high priority for the expenditure of capital funds.

This plan rests heavily on a strategy which emphasizes present needs and present opportunities, and seeks to assemble incrementally a rational and balanced system out of component resources that now exist. The Plan sets each major capital decision in the context of its particular ability to build effectively upon the existing resources and to provide immediate returns on the investment of public resources, while also contributing to longer range objectives. Thus benefits to today's traveler can be increased while prospects for achieving of long-range goals are enhanced."

The proposed demonstration project reinforces this strong core intensive, transit-intensive policy, shared by the city, region and state, by:

- 1) Concentrating public investment in the region's retail center, enhancing its competitive position with respect to dispersed suburban centers.
- 2) Improving delivery of public transportation service for inner neighborhoods and suburban communities to downtown.
- 3) Promoting balance in the transportation system by a rational scheme for use of downtown street space for pedestrians, transit vehicles, servicing and private autos.
- 4) Optimizing the use of existing resources (the downtown streets) without intensive capital investment.

On February 10, 1977, the City requested inclusion of the "Auto Restricted Zone Transitway" in the Transportation Improvement Program. The project is now a part of the June, 1977 Transportation Improvement Program. In addition, the project is also included in the Transportation Systems Management element of the regional Transportation Plan and Program.

This application has been submitted in accordance with the provisions of Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and the Intergovernmental Cooperation Act of 1968 to the following for review and comment:

- 1) State Clearinghouse: the Office of State Planning.
- 2) Regional Clearinghouse: the Metropolitan Area Planning Council

Exhibit E: PUBLIC TRANSPORTATION PROGRAM

The Public transportation program is described in the June 1977 Transportation Improvement Program and the 1977 Transportation Systems Management Plan, which are attachments to this application.

Exhibit F: USE OF PROJECT FACILITIES

The majority of the demonstration funds will be used to fund operating expenses, not to create any new facilities.

The capital portion of the grant will fund some traffic geometrics and non-traffic related informational signing. These will be owned by the City and will be an integral part of the demonstration project.

If these facilities are devoted to another use or sold during their useful life, the BRA understands it will be required to refund a proportionate share of the Federal grant.

EXHIBIT G: LABOR

This project, as set out in Exhibit A, will not adversely affect employees of the Massachusetts Bay Transportation Authority or any transit employee. The project will improve bus operations, and subsidize bus operating costs and will enhance rather than retard employee opportunity.

The Boston Redevelopment Authority is in the process of negotiating agreements between the MBTA, the Amalgamated Transit Union and the U.S. Department of Labor which will satisfy UMTA'S so-called "13-C provision".

The Boston Redevelopment Authority assures that all Laborers and Mechanics employed by contractors or subcontractors in the performance of construction work financed with assistance under the Urban Mass Transportation Act of 1964, as amended, shall be paid wages at rates not less than those prevailing on similar construction in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act, as amended.

Exhibit H: PUBLIC HEARING

A public hearing on this project was held on Thursday, January 5, 1978 at 2:00 p.m. in the Boston Redevelopment Authority Board Room in Boston City Hall. The public hearing notice appeared in the following newspapers on dates noted below:

Boston Globe - December 3, 1977; December 19, 1977
Boston Herald-American - November 21, 1977; December 19, 1977
Bay State Banner - December 1, 1977; December 28, 1977
El Mundo - November 30, 1977; December 7, 1977
Sampan - See December 1, 1977 letter and handwritten notation

Copies of the Notices and Affidavits of Publication from these newspapers are attached. Among the certifications in the front section of this application is the public hearing certification. A copy of the transcript of that hearing is attached. Letters of support which are appended have been received from the Boston Police Department, Massachusetts Department of Public Works and the Retail Trade Board. A copy of the Public Hearing transcript is attached.

CERTIFIED

this is your advertisement from

The Boston Globe

of December 5, 1977

appearing in classification
Legal Notice

NOTICE OF PUBLIC HEARING.
1. Pursuant to Section 3 (d) (1) of the Urban Mass. Transportation Act of 1984, as amended, the Boston Redevelopment Authority will hold a public hearing on January 5, 1978 at 2 p.m. at City Hall, Board Room, 9th floor, on its Transit and Traffic Improvement Program 2. This project consists of the reallocation of street space within the City's retail center bounded to the north by State/Court Streets, to the east by the Central Artery, to the south by Stuart and Kneeland streets and to the west by Tremont Street. The project will create an exclusive bus lane into the core of the area, improve delivery access, provide adequate loading zones, relieve pedestrian congestion, and designate highly visible taxi stands near the heart of the area. 3. There will be new circulation patterns developed for vehicles and pedestrians. The major goals of the project are to increase retail sales, transit ridership and pedestrian access. There will be construction activity in the area such as street paving, sidewalk alteration, lighting and traffic signal installation. 4. The total project will cost \$3,000,000. A preliminary application for \$1,518,955 has been filed with the Urban Mass Transportation Administration for a Demonstration Grant. The rest of the funding will be acquired through the MBTA's Transit Efficiency Grant and the Federal Highway Administration's Urban System funds. 5. No families or businesses will be displaced by the project, and no significant adverse environmental impacts are expected. The project is part of the region's Transportation Improvement Program. The BRA's application for federal assistance will be displayed at the hearing and will be available for public inspection at the BRA office, Room 915, 9th floor, City Hall, or in the Project Site Office at Retail Trade Board, 38 Chauncy Street, Boston and in the Provident Institution for Savings, 1st floor, 30 Winter Street, Boston. An environmental analysis statement is included in the application. BOSTON REDEVELOPMENT AUTHORITY KANE SIMONTAN, Secretary

Miss Simon

Classified Advertising

CERTIFIED

this is your advertisement from

The Boston Globe

of Monday, December 19, 1977
appearing in classification

Legal Notices

Ms. Simon

Classified Advertising

NOTICE OF PUBLIC HEARING.
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Commonwealth of Massachusetts }
County of Suffolk } ss.

On this 25th day of November A. D. 1977
personally appeared before the undersigned, a Notary Public, within
Betty Walker
and for the said county, _____

of the Boston Herald American a newspaper published by
The Hearst Corporation, in Boston, County of Suffolk, in the Common-
wealth of Massachusetts, and who being duly sworn, states on oath that the
Boston Redevelopment Auth. notice of public
hearing on January 5, 1978 advertisement
was published in said newspaper in its issues of

November 21, A. D. 1977

Betty Walker

25h

Subscribed and sworn to before me, this _____

day of November A. D. 1977

Lois B. Kleyman
Notary Public

EJP-2700-10/65

NOTICE OF PUBLIC HEARING

1. Pursuant to Section 3 (d) of the Urban Mass Transportation Act of 1964, as amended, the Boston Redevelopment Authority will hold a public hearing on January 5, 1978 at 2 p.m. at City Hall, Board Room, 3rd floor, on its Transit and Traffic Improvement Program.

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5. No families or businesses will be displaced by the project, and no significant adverse environmental impacts are expected. The project is part of the region's Transportation Improvement Program.

The BRA's application for federal assistance will be displayed at the hearing and will be available for public inspection at the BRA office, Room 915, 7th floor, City Hall, or in the Project Site Office at Retail Trade Board, 31 Cheung Street, Boston, and in the Provident Institution for Savings, 1st floor, 20 Winter Street, Boston. An environmental analysis statement is included in the application. BOSTON REDEVELOPMENT AUTHORITY, KAME SIMCHI, AN secretary.

Nov. 21

Commonwealth of Massachusetts } ss.
County of Suffolk

On this 22nd day of December A. D. 1977
personally appeared before the undersigned, a Notary Public, within

and for the said county, Betty Walker

Boston Herald American a newspaper published by
of the The Hearst Corporation, in Boston, County of Suffolk, in the Common-
wealth of Massachusetts, and who being duly sworn, states on oath that the
Boston Redevelopment Auth. notice of public hearing
Urban Mass Transportation Act advertisement

was published in said newspaper in its issues of
December 19,

77
A. D. 19

Subscribed and sworn to before me, this 22nd

December A. D. 1977

Lis B. Klyman
Notary Public

NOTICE OF PUBLIC HEARING

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BY: KANE

November 23, 1977

EL MUNDO
26 Bishop Richard Allen Drive
Cambridge, Massachusetts

Attention: Ms. Deliah Marcos

Gentlemen:

Will you please insert the enclosed advertisement re Public Hearing - Transit and Traffic Improvement Program in the next two weekly issues of the EL MUNDO.

Following publication, please send to this office two (2) affidavits evidencing publication of this notice.

Very truly yours,

Kane Simonian
Secretary

Enclosure

ción por la cual se instaló semana de ABCD" la comprendida entre el 2 y-9 de diciembre, para el "Commonwealth" de Massachusetts. Junto a ellos se encuentran Robert Gardiner, tesorero de ABCD y Vivienne

que dirige a nuestra asociación. La ción fué instituida al cumplir A quince años como agencia oficial d contra la pobreza.

Interesante Curso del Small Busine

La Administración de Empresas Pequeñas de los Estados Unidos patrocina, junto con el "Bunker Hill Community College" un curso de cinco clases titulado "Cómo iniciar su empresa propia".

En el transcurso de las cinco reuniones de que consiste, el curso examinará problemas centrales para

cualquiera que tenga el objetivo de iniciar una empresa por su cuenta. Serán tomados en consideración temas tales como Consideraciones Legales e Impositivas para una empresa Pequeña, Cómo Comprar y Valorar una Empresa a Concesión, Cómo Promover una Empresa Pequeña, y Cómo Obtener Préstamos

para su Negocio. Las personas interesadas en más información interesante actividad comenzará el primero de cada mes de enero próximo noviembre, puede en contacto con Tomeo, de la "Small Business Administration" mandando al teléfono 2

AVISO DE AUDIENCIA PUBLICA

1. En cumplimiento de la Sección 3 (d)(1) del Acta de Transporte Urbano, de 1964, y sus enmiendas, la Autoridad de Reconstrucción de Boston realizará una audiencia pública el 5 de enero de 1978 a las 2 p.m. en el City Hall, Sala de la Junta, 9º piso, acerca de su Programa de mejoras de Tránsito.
 2. Este proyecto consiste en la redistribución del espacio de tránsito en el centro comercial de la ciudad limitado al norte por las calles State y Court al oeste por la Central Artery, al sur por las calles Stuart y Kneeland y al oeste por la calle Tremont. El proyecto creará una senda exclusivamente para ómnibus en el centro del área, mejorará los accesos, proveerá de adecuadas zonas de carga y descarga, aliviará la congestión peatonal, y proyectará paradas altamente visibles para taxímetros, cercanas al corazón de la zona.
 3. Habrá nuevos patrones de circulación establecidos para vehículos y peatones. Los más importantes objetivos del proyecto son: incremento de las ventas al público, circulación del tránsito y acceso peatonal. Habrá en la zona actividades de construcción tales como nivelado de calles, alteración de aceras, alumbrado y colocación de señales de tránsito.
 4. El costo total del proyecto será de \$3,000,000. Una solicitud preliminar para una Donación de Demostración por \$1,516,955 ha sido elevada a la Administración de Transporte-Urbano. El resto de los fondos será adquirido a través de la Donación para Eficiencia del Tránsito, de la MBTA y de fondos del Sistema Urbano de la Administración Federal de Carreteras.
 5. No habrá familias o negocios desplazados por este proyecto, ni se esperan impactos ambientales adversos de importancia. El proyecto es parte del Programa de Mejoras de Transporte regional.
- La solicitud de asistencia federal de la Autoridad de Reconstrucción será expuesta en la audiencia y estará a disposición del público para su examen en la oficina de la Autoridad, Sala 915, 9º piso, City Hall, o en la Oficina de Emplazamiento del Proyecto, Retail Trade Board, 38 Chauncy Street, Boston y en la Provident Institución for Savings, 1er. piso, 30 Winter St., Boston. En la solicitud está incluida una declaración de análisis ambiental.

AUTORIDAD DE RECONSTRUCCION DE BOSTON

Kane Simonian
Secretaria

o un banco, responsable.

Al licitador elegido se le exigirá el suministro de un Bono de Ejecución y de un Bono de Mano de Obra y Materiales cada uno por el importe total de precio de contrato. La fianza deberá ser una compañía o seguridades satisfactorias para la Autoridad.

La Autoridad se reserva el derecho de rechazar cualquiera o todas las propuestas, evitar informalidades, llamar por nuevas propuestas o proceder a realizar el trabajo por otros medios, según se juzgue responsa al mejor interés de la Autoridad.

Fecha: 30 de noviembre de 1977

Robert R. Kiley, Presidente

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AUTORIDAD DE RECONSTRUCCION DE BOSTON

Kane Simonian

Secretaria



JUVENILE COURT OUTREACH WORKER

Four years experience in family counselling and group programs for court involved multi-problem families; or B.A. plus two years of such experience. Half time including one evening. Salary \$6,000. Send resume (no calls) to Jan Macura M.S.W., Malborough Court, Malborough, Mass. 01752.

November 23, 1977

BAY STATE BANNER
25 Ruggles Street
Roxbury, Massachusetts 02119

Attention: Ms. Francine Atkinson

Gentlemen:

Will you please insert the enclosed advertisement re Public Hearing - Transit and Traffic Improvement Program in the next two weekly issues of the BAY STATE BUNNER.

Following publication, please send to this office two (2) affidavits evidencing publication of this notice.

Very truly yours,

Kane Simonian
Secretary

Enclosure

10-10-77

10-10-77

10-10-77

10

upward of 2000 people, including the City of Warwick, Rhode Island, and legal holidays excluded, after the opening of bids.

The successful Bidder must agree to commence work upon receipt of a "Notice to Proceed" from the Owner and to substantially complete the entire project within 215 calendar days thereafter.

Pittsfield Redevelopment Authority
Donald D. Soule, Chairman
135 Francis Avenue
Pittsfield, Massachusetts 01201

ADVERTISEMENT FOR BIDS

Project Number (LPW) 01-51-25759

Warwick Sewer Authority
City of Warwick, Rhode Island

Separate sealed bids for the CONSTRUCTION OF SYSTEM OF SEWERS, CONTRACT 27B, LAKEWOOD SEWERS, For the City of Warwick, RI will be received by the Chairman of the Warwick Sewer Authority at the office of the Warwick Sewer Authority, 300 Service Avenue, Warwick, RI until 4 o'clock p.m. EST, Dec. 15, 1977 and then at said office publicly opened and read aloud during the meeting of the Warwick Sewer Authority which will commence at 7:30 p.m. on the same date.

The Information for Bidders, Form of Bid, Form of Contract, Plans, Specifications, and Forms of Bid Bond, Performance and Payment Bond, and other contract documents may be examined at the following:

CE Maguire, Inc., 31 Canal St., Providence, RI; and at the office of the Warwick Sewer Authority, 300 Service Ave., Warwick, RI on and after December 2, 1977.

A Pre-bid Conference will be held at 2:00 p.m. on December 7, 1977 at the above office to discuss the 10 percent minority business commitment with prospective bidder.

Copies may be obtained at the office of CE Maguire, Inc. located at 31 Canal St., Providence, RI upon payment of \$100. for each set.

Any unsuccessful bidder, upon returning such set promptly and in good condition, will be refunded his payment, and any non-bidder upon so returning such a set will be refunded \$100.00.

The owner reserves the right to waive any informalities or to reject any or all bids.

Each bidder must deposit with his bid, security in the amount, form, and subject to the conditions provided in the Information for Bidders.

Attention of bidders is particularly called to the requirements as to conditions of employment to be observed and minimum wage rates to be paid under the contract, and to Paragraph 61, 10 PERCENT MINORITY BUSINESS COMMITMENT of the "GENERAL CONDITIONS."

No bidder may withdraw his bid within 30 days after the actual date of the opening thereof.

WARWICK SEWER AUTHORITY

Joseph P. McKeever, Chairman

NOTICE OF PUBLIC HEARING

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BOSTON REDEVELOPMENT AUTHORITY
KATE SIMONIAN, Secretary

Dec 1, 1977

December 23, 1977

Ms. Francine Atkinson
Bay State Banner
25 Ruggles Street
Roxbury, Massachusetts 02119

Dear Ms. Atkinson:

This is to confirm our telephone conversation of December 23, 1977 in which I re-ordered insertion of the Transit and Traffic Improvement Public Hearing "Ad" which appeared in your publication on December 1, 1977.

This public notice advertisement was originally ordered to appear on December 1, 1977 and December 8, 1977. However, the "Ad" failed to appear after its first insertion.

Will you please send this office an affidavit evidencing publication of this notice. The affidavit should be sent to Kane Simonian, Secretary of the Authority.

Very truly yours,

William E. McGrath
Project Coordinator

Attachment:

✓ Public Hearing Notice

classifieds.....

LEGAL NOTICES

NOTICE OF PUBLIC HEARING

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BOSTON REDEVELOPMENT AUTHORITY
KATE SIMONIAN, Secretary

TOWN OF BROOKLINE, MASSACHUSETTS INVITATION TO BID

Notice is hereby given that sealed bids will be received for rehabilitation work on the residential home, located in Brookline on behalf of the below listed owner Petrus, 35 Allerton Street. Bids will be received until 11:00 a.m. on the 13th day of January, 1978 at the Central Village Rehabilitation Program, Town Hall, 33 Washington Street, Brookline, Massachusetts, 02146. At which time and place all bids will be publicly opened and read aloud. Contractors' documents including terms and conditions, specifications, work write-ups, plans and form of bid may be examined and obtained at the Central Village Rehabilitation Program. Bidders must be protected by adequate insurance and Workmen's compensation. Bids shall be firm and may be held by the Code Agency on behalf of the owners for period not to exceed 60 days from the date of the opening of bids for the purpose of reviewing the bids, investigating the qualifications of the bidders, obtaining concurrence in the selection of the bidder and the approval of loan applications by the Department of Housing and Urban Development under Section 312 of the Housing Act of 1964, as amended, prior to the time the owners enter into contracts for such work. The owners and Central Village Rehabilitation Program reserve the right to reject any or all bids to waive any informalities in the bidding or to accept any bid deemed to be in the best interest of the owners.

December 21, 1977

Richard T. Leary
Executive Secretary

This is an equal opportunity project.

Dec 28, 1977

December 1, 1977

Advertising Manager
SAMPAN
85A Tyler Street
Boston MA 02111

Dear Sir:

Will you please insert the enclosed advertisement re Public Hearing - Transit and Traffic Improvement Program in your next issue.

Following publication, please send to this office two (2) affidavits evidencing publication of this notice.

Very truly yours,

Kane Simonian
Secretary

Enclosure

42/29/77 - PHILIP CHEW, ADVERTISING MANAGER
OF SAMPAK SAID HE DID NOT
INSERT "AD" FOR DECEMBER AS
STAFF WERE ON VACATION AND
SAMPAN DID NOT PUBLISH DEC. 12
AS SCHEDULED.

WEMECATH
Project Co-ordinator

Boston Police

Office of the Commissioner
154 Berkeley Street
Boston, Massachusetts 02116

September 9, 1977

Ms. Emily Lloyd
Transportation Advisor
to the Mayor
City Hall
Boston, Massachusetts

Dear Ms. Lloyd:

This letter is in support of the proposed ARZ (automobile restricted zone) for the downtown Boston area. I believe that the implementation of this project would have a decidedly positive effect upon pedestrian usage of the central Boston district.

The police department is willing to retain its present commitment of police personnel to this area; both with mounted and regular patrol officers.

The only requirement we feel necessary to insure the successful operation of the ARZ would be the provision of police officers at the two main entry locations and the provision of additional tow truck operators to be assigned to the area. These locations would be 1. Kingston, Otis, and Summer Streets and 2. School and Washington Streets.

The cost for a year would be as follows:

4 Police Officers

2 Officers from 8:00 a.m. to 4:00 p.m., 16 hours, 6 days,
52 weeks = 4992 hours

2 Officers from 4:00 p.m. to 10:00 p.m., 12 hours, 6 days,
52 weeks = 3744 hours

Total hours for Year 8736 @ \$11.50 per hour = \$100,464.00
for the year.

2 Tow Truck Operators

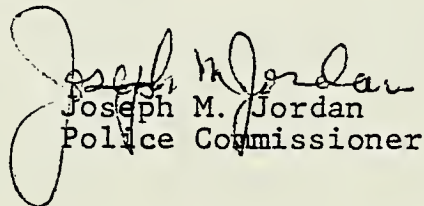
1 Operator from 8:00 a.m. to 4:00 p.m., 8 hours, 6 days,
52 weeks = 2496 hours

1 Operator from 4:00 p.m. to 10:00 p.m., 6 hours, 6 days,
52 weeks = 1872 hours

Total hours for Year 4368 @ \$7.77 per hour = \$33,939.00
for Year

Total cost for one year = \$134,403.00

Sincerely,


Joseph M. Jordan
Police Commissioner

JMJ:mol



The Commonwealth of Massachusetts

Rice WEM

9/28/77

Executive Office of Transportation and Construction

Department of Public Works

Office of the Commissioner

100 Nashua Street, Boston 02114

September 22, 1977

Emily Lloyd
Mayor's Transportation Advisor
Office of the Mayor
City Hall
Boston, MA

Dear Ms. Lloyd:

I am pleased to inform you that the Department has approved your request for the development of an Auto Restricted Zone in the downtown section of Boston as a Federal-Aid project. Although the DPW ordinarily assumes the responsibilities for appropriate environmental and design work, experience has indicated that a project is likely to be implemented more quickly if the following procedure is followed. In all circumstances, it must be understood that a project can be implemented only if Federal and State funds are available at the time the project is ready to be advertised.

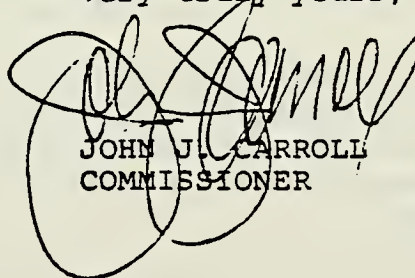
1. The City of Boston will assume the cost of all preliminary engineering, including all work necessary to satisfy both Federal and State environmental requirements.
2. All engineering activities will be in accordance with applicable Department of Public Works and Federal Highway Administration specifications, rules, regulations, directives and procedures. To insure that this is accomplished, please contact Paul McHugh in the DPW.
3. When the design is complete, and at various stages during design, the DPW will initiate the action necessary to receive A-95 review approval and the endorsement of the proposed project from the Metropolitan Area Planning Council. In addition, we shall work with you to insure that the project appears in the "Transportation Improvement Program" to be endorsed by the Metropolitan Planning Organization.

4. The City of Boston will develop the necessary community support for the project working through the Regional Planning Agency.
5. If an official public hearing is required, the DPW will work with you to be certain that the hearing will be in accordance with Department and Federal procedures and regulations.
6. When the final environmental approval has been received, then final design engineering can commence. At this stage, close cooperation with the Department is required to assure that proper reviews by FHWA personnel are made at the appropriate stages of development of the design, i.e. at the 25% stage and at the 75% stage. All work must be in accordance with DPW and FHWA rules, regulations, procedures, specifications, etc. Coordination with the Department will be made through our Highway and Structures Section and additional information may be obtained by writing to the Department through the Chief Engineer's office, attention of Paul McHugh.

It should be clearly understood that this approval is conditioned upon the availability of Federal and State funds at the time the project is ready to be advertised.

I look forward to a satisfactory completion of this project for your city.

Very truly yours,



JOHN J. CARROLL
COMMISSIONER

RETAIL TRADE BOARD

**38 CHAUNCY STREET
BOSTON, MASS. 02111
482-3392**

October 25, 1977

Honorable Kevin H. White
Office of the Mayor
Boston City Hall
One City Hall Square
Boston, Massachusetts 02201

Dear Mayor White:

The Officers and Directors have asked me to advise you of our support for the proposed plan for improving transit and traffic access to and circulation through the central City's shopping areas.

Although affecting physically only a small geographic area, we are convinced that it will substantially improve the access to all of the major shopping areas and serve as a long-needed connector to the separated but unique retail complexes in the central City. We feel that this project will substantially complement the extensive reconstruction which we have undertaken privately in our continuing commitment to Boston's renewal.

We have been assured that all parts of the City administration are fully committed to making this plan work, and that key members of the administration have promised their active participation in enforcement, maintenance and publicity which will be essential elements in the success of the project.

We feel the plan offers optimum utilization of our area by buses, taxis, other vehicles and pedestrians. We are especially pleased by the portal-to-portal access and frequent shuttles afforded by the present and proposed bus plans.

We look forward to developing the final design in cooperation with the Massachusetts Bay Transit Authority, the Boston Redevelopment Authority, the City government and other interested groups.

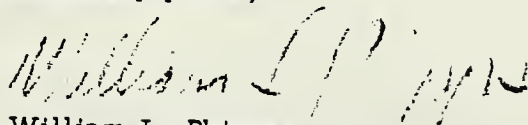
Honorable Kevin H. White

- 2 -

October 25, 1977

We would like to stress our desire that the plan be implemented as soon as possible.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "William L. Phipps". The signature is fluid and cursive, with the first name "William" being the most prominent.

William L. Phipps
Executive Secretary & Treasurer

WLP:g

EXHIBIT T: PROTECTION OF THE ENVIRONMENT

The Boston Transit and Traffic Improvement Program (TTIP or Transit Mall) is a project that reallocates scarce street space among the needs of pedestrians, transit services, goods movements, taxis and private autos. This includes a rational reallocation of curbside areas for bus stops, taxi stands, loading zones, parking or travel lanes.

The proposed project is designed to re-route existing traffic over a modified street system. No additional traffic is expected in the area. In fact, the increased bus service, coupled with improved taxi service, and the reorientation of auto traffic to peripheral parking garages, should produce a small decrease in total vehicular traffic in the area.

In developing the proposed project, ten specific alternatives were considered, including both a much larger and a smaller area, as well as numerous variations of the current scheme. The alternatives were analyzed in terms of environmental benefits and costs, impacts on traffic and pedestrian flows and feasibility of operations. The proposed program was chosen because it met the goals of the demonstration, it provided the best operating situation for all the transportation modes, it fit within budget constraints and it was acceptable to merchant and community interests.

The net environmental impact generated by the proposed project will be positive and the local impact of the proposed project on the environment is expected to be minimal. No long-term environmental consequences are anticipated.

The project will not result in any irreversible or irretrievable commitment of resources.

The work would be performed so as to minimize disruption of transit operations and auto traffic.

No land takings are required for the project. No residences or businesses will be displaced by the project.

LAND USE AND ZONING

The project involves an area of downtown Boston that is primarily in commercial (retail) and office use. It abuts but does not affect or change the circulation pattern around the Boston Common. The proposed project requires no land takings or changes in land use. Great care has been taken to provide service access to all buildings for deliveries. Similarly, access is provided to all garages in the area. There are no changes in zoning required to implement this project. It is not anticipated that there will be any changes in land use or zoning resulting from this project.

SECONDARY DEVELOPMENT

The project will not directly generate additional public and private development. It is expected that the project will add to the revitalization of the downtown area. It will, however, contribute to the attractiveness and accessibility of the area, and contribute to the ability of the MBTA to provide more direct service to the retail core for a number of bus routes.

COMMUNITY DISRUPTION

The project will not divide or disrupt any community, or divide any existing land uses. In fact, it provides a significantly improved pedestrian connection between the retail core and the Boston Common, a major pedestrian amenity. The introduction of bus routes from adjacent communities to downtown will strengthen the entire downtown area as a regional shopping center, particularly for those communities which are so dependent upon it.

SOCIO ECONOMIC IMPACTS

There will be no displacement of residential, business or public land uses as part of this project. In fact, an existing mini-park (School Street) will be enlarged. It is anticipated that 600 on-street parking spaces will be eliminated by the plan. Of these, 240 are legal and 360 are illegal spaces. The number of surplus spaces in off-street garages and lots, however, is estimated to be 1,400 spaces, thus the reduction of on-street parking spaces due to the TTIP is not projected to have significant impacts.

The project proposes bringing ten (10) bus routes into the downtown district. Currently, only four (4) suburban routes are brought close to the retail district. The additional routes will provide a one-seat ride from the closer-in communities to downtown. It is estimated that about 24,000 one-way trips are served by the ten (10) bus routes, thus, access to downtown will be significantly improved for a large number of transit riders. It is hoped that the service will attract additional riders in significant numbers.

CONSISTENCY WITH ADOPTED PLANS

The project appears as a significant one in the area's Transportation Systems Management (TSM) element of the Transportation Plan and Program for the Boston Region. It is fully coordinated with other projects. For example, funding is through an UMTA Section 3 Grant to the MBTA for a Transit Efficiency Capital Grant, from the Federal Aid Urban Systems (FAUS) funds, as well as from UMTA's Section 6 Demonstration Program.

TRAFFIC DISRUPTION

Transit malls in other communities have resulted in significant decreases in vehicular traffic. For the TTIP project area, due to the improved transit and taxi service, it is anticipated that a decrease in total traffic in the area will ensue. Calculations of traffic reassignments, however, have been based on the worst case, which is today's traffic volumes. Peak period traffic volumes will not increase, because the peak period traffic capacity of the downtown streets is controlled and limited by the capacity at the gateway intersections. The maximum traffic capacity at the entrances to downtown has not increased since 1963, although the peak period has lengthened somewhat.

The re-routing of traffic will cause shifts in traffic volumes, with reduced volumes on streets closed to general traffic and added volumes on the alternate routes. The principal shift results from the closure of Washington Street to private autos, displacing approximately 1,000 vehicles in the P.M. peak hour. The reassignment of this traffic was based on the concept of balanced congestion equilibrium; the method used throughout the study for all alternatives. Congestion equilibrium implies that all routes operate at less than level of service C. In this procedure, traffic is assigned to all realistic feasible parallel routes, such

that level of service is equal in all paths. Assessment of operational adequacy is based on whether the equal level of service is acceptable.

Using this technique, the Washington Street vehicles were re-routed to a reversed Chauncy-Arch, to Federal Street via Stuart-Kneeland, and to Beacon and Somerset Streets via Charles.

Displaced southbound vehicles from Chauncy-Arch (200-400)* were added to Devonshire and the southbound Surface Artery. Westbound vehicles from Summer-Winter (400) were added to Bedford-West. Eastbound vehicles from Temple Place (230) were re-routed via Essex or Stuart; eastbound vehicles which formerly used the Milk Street connector from School (160) were added to Water Street.

It is apparent that at selected locations increases in congestion result from these reassignments. The analysis assumes increased enforcement of parking regulations and physical improvements to selected intersections and traffic signals. Such anticipated increase in travel demand volumes along the Stuart-Kneeland Street corridor will be controlled through parking enforcement and police assignment included in the Demonstration Program. The extreme congestion existing at the Boylston and Tremont Street intersection will be considerably reduced. Some of this congestion will be shifted to the Stuart and Tremont Street intersection. This is due to a decrease in traffic using Tremont Street, but a corresponding increase on Stuart. The intersection most heavily impacted along the Stuart-Kneeland corridor is that of Kneeland and the Surface Artery. The principal reason is the increased southbound demand on the Artery turning onto Kneeland Street. Congestion is anticipated at this location, therefore a channelization improvement is included in the plan.

The only location outside the ARZ area to be impacted marginally is the Beacon Street traffic corridor from Charles to Bowdoin Street. As previously indicated, some southwest approach traffic will tend to by-pass the ARZ district and, therefore, place added demand on the Beacon Street link as well as the Charles/Beacon intersection. These volumes can be absorbed because of the one-way street pattern.

Travel demand on the westbound Bedford-West Street connector will nearly double. These volumes will not be excessive enough to create congestion difficulties at the several intersections along this route. In addition, illegal parking and stopping and short-term truck deliveries will be vigorously prevented to enable Bedford-West to flow efficiently. Bedford Street will also be widened between Chauncy and Washington to accommodate the traffic and make room for an exclusive bus lane.

The intersection of Arch and Milk Street will produce occasional delays to northbound vehicles and will create backups at times extending through the Franklin-Arch area. Some congestion will also occur at Post Office Square due to the increased northbound vehicles using Federal Street. An additional area of concern is the segment of Washington Street between School and Water Street and the eastbound Water Street link between Washington and Devonshire. To minimize these effects, a complete re-timing of the traffic signal system will be made. The increased turning movements from School to Washington Street, as well as the added travel demand on Water Street, will not produce added delay at this area because parking and truck loading restrictions will be strictly enforced.

* () vehicles per hour in parenthesis

As a result of the project, considerable increased travel volumes will be shifted onto the Kneeland-Stuart corridor via the southbound Surface Artery connection. The Surface Artery is six lanes in width separated by a raised median. Although the southbound flow is high, the northbound travel demand is relatively light, the majority of which comes from eastbound Kneeland Street via an opposed left-turn movement. The majority of the southbound flow is a through movement destined across Kneeland Street to a combined Turnpike/Expressway on-ramps. To accommodate the southbound movement, a more equitable proportion of available street width will be made by shifting the median such that four lanes will be available southbound and two lanes northbound. This will partially solve the congestion difficulties at the intersection and allow for an exclusive right-turning lane to handle the increased volumes. The cost of moving the existing median extending from Kneeland Street to just south of Essex Street has been included in the requested budget.

Design and circulation changes have also been included for the Church Green area. With increased volumes converging at this focal point, Church Green will be redesigned for two-way traffic flow. This will permit movement from northbound Lincoln Street eastbound through this area to High Street. Since the traffic movement from eastbound High to northbound Federal Street is projected to be heavy, adequate room will be made available for a double left-turn.

Extensive stopping and pick-up/discharging of passengers is predicted on the south side curb of this segment of High Street adjacent to the newly constructed office building. To accommodate these movements, the existing raised median will be shifted to the north to provide room for such stoppages as well as two full eastbound through travel lanes.

In summary, while added volumes will cause some congestion on streets within the project area, these negative effects will be mitigated through:

- 1.) the allotted budget for stringent enforcement of parking and loading regulations on streets which will carry traffic,
- 2.) improvements in traffic signalization,
- 3.) channelization improvements as listed above, as well as smaller modifications of turning radii at specific intersections, and
- 4.) improved signing of best routes through the area to minimize driver confusion.

With these measures in effect, it is estimated that congestion levels will be within practical capacity limits. In any event, capacity will only be reached for one hour or so during the day when volumes are at their peak. The affected streets for the most part are at the periphery of the project area and furthest from the retail core, where the greatest numbers of pedestrians are found.

NOISE IMPACTS

The project will not appreciably affect noise levels. It is expected that a reduction in noise levels will be experienced along the roadways dedicated to pedestrian use. Long-term noise impacts will be beneficial. Construction time noise levels will be low. No significant construction involving excavation is required for this project. Installation of signals and channelization islands is not particularly noisy. Widening of Bedford Street occurs alongside a parking lot, and there are no noise-sensitive areas involved.

AIR QUALITY

On streets where pedestrian flows are heaviest, traffic will be totally excluded or greatly reduced in volume. These benefits will offset the added congestion at the periphery of the zone. Summer, Winter, Washington, Franklin, Bromfield, Temple Place, State Street South, and the School Street connector to Milk will all carry little or no traffic under the proposed plan.

Because of this overall balance of traffic, the project will not significantly affect the level, composition, or distribution of air pollution in the project area. The introduction of buses on certain streets will be compensated for by the re-routing of traffic volumes. Those areas where pedestrians dominate will show a net decrease in volumes and a corresponding improvement in air quality. Peripheral streets will show a slight increase in traffic. Due to improved transit and taxi services, it is anticipated that there will be a slight reduction in total traffic resulting in a slight reduction in total air pollution. Substantial improvements will be observed in those segments of streets dedicated to pedestrian use, near the 100% corner of Washington Street and Summer Street.

WATER QUALITY

There are no ground water problems associated with this project. Drainage is taken care of by the City's sewer system. There is no increase or decrease in storm water runoff anticipated. Areas that are converted to pedestrian zones will be drained into the existing adequate sewer systems.

FLOODING

Flooding is not expected to be an issue in this project. No additional runoff is expected, and drainage will be handled through the City's sewer system.

WETLANDS

There are no wetland areas in the project area.

NAVIGABLE STREAM

There are no navigable streams in the project area.

ENDANGERED SPECIES

There are no endangered species involved in this project.

SECTION 106/4(f)

a.) Historic & Archaeological Places or Sites

There are no archaeological sites involved in this project. The three principal historic sites are the Boston Common, the Old State House and the Old South Meeting House. The pedestrian linkage to the Boston Common is being enhanced. A park is being developed adjacent to the Old State House, replacing South State Street. Pedestrian movements to the Old South Meeting House will be enhanced.

b.) Public Parks, Recreation, Wildlife Preserve

The project does not affect any park or recreational area or site included or eligible for inclusion in the National Register of Historic Places. The pedestrian linkage between the retail core and the Boston Common will be strengthened.

The project will not affect animal, natural, or public resources, including water supplies.

NATURAL AND SCENIC

The area does not have any natural habitats. The most scenic area is the Boston Common, which is on the periphery of the project area. No impacts are anticipated on the Boston Common either during construction or at the conclusion of the project.

VISUAL IMPACTS

The area is currently characterized by the typical conglomeration of urban roadway signs and miscellaneous street furniture. One of the components of the project is to coordinate and simplify the signing and location of street furniture to provide a more pleasant visual aspect to the area.

SAFETY AND SECURITY

It is anticipated that some confusion may exist initially in implementing this project. The budget has an allowance for police details to help in guiding pedestrians and traffic during a one-year period. Once the new traffic patterns are learned, it is expected that pedestrians will find it much easier to use the project area. Safety and security will therefore be enhanced.

ENERGY CONSERVATION

It is difficult to measure the exact extent to which there will be an impact on energy consumption. General traffic flows measured in vehicle miles of travel will be about the same. With the reduction of total number of curb parking spaces in the core, a slight reduction is anticipated. This will be off-set by the increased miles of travel to be generated by buses. Thus, total energy consumption will be about the same, but will be reallocated to more efficient modes (buses and taxis) from existing (autos).

CONSTRUCTION IMPACT

The project involves very minor construction, consisting primarily of channelization, traffic signals, sidewalk widening, street paving, and installation of street furniture. Special measures would be utilized during construction to minimize negative effects on pedestrian movements. The work would be carefully scheduled and coordinated with the City Police and traffic department personnel. Contractors* will be required to control noise, dust and disposal of excavated materials. Construction will occur in the summer months of 1978 when traffic volumes are at minimum levels.

*In accordance with local and state law and regulations.

RELOCATION/DISPLACEMENT

There will be no relocation or displacement of persons or businesses involved in this project. There are no takings anticipated.

ALTERNATIVES

The only irretrievable resources committed under this project would be the materials, funds and labor expended to accomplish this project. This expense is justified, however, by the public benefit to be realized. The only alternative to this project would be to maintain the existing street and traffic pattern. The testimony of the Retail Trade Board brought out that this is clearly not an acceptable alternative.

As can be seen from the discussion presented above, no adverse impacts are anticipated as a result of the implementation of this project. The Boston Redevelopment Authority and the MBTA recommend, therefore, that this project be accorded a negative declaration.

Exhibit J: Elderly and Handicapped

This project will be of particular benefit to the elderly and handicapped. Currently they are severely hampered in their mobility by pedestrian-vehicle conflicts. Increased sidewalk space will make the area a more pleasant environment where people can move at their own pace without being elbowed out of the way. In addition, vehicle conflicts will be eliminated in the heart of the retail area and moving from store to store will be much safer.

The elderly and handicapped will also have increased and improved access to the downtown area with the extension of the MBTA bus routes to destinations in the retail area. Route 49, which serves the South End along Washington Street, is already serving large number of elderly and handicapped riders who will be benefited by this project. This route is used by people who can not climb the many stairs to the elevated rapid transit line or who live too far from the stations to be able to walk to them.

The MBTA is currently modernizing the Washington and Park Street subway stations. This modernization includes increased accessibility to these stations for the elderly and handicapped. This modernization together with the transit loop and pedestrian amenities make a major increase in elderly and handicapped access to and around the retail core. The project will result in an increased number to elderly and handicapped people coming into the area.

MBTA Elderly and Handicapped Programs

The MBTA has a series of ongoing programs to improve the mobility of the handicapped and the elderly. The MBTA's fare structure incorporates several provisions to facilitate use of the MBTA system by elderly and handicapped. These fare programs apply to the buses and subway lines serving and included in the project area.

- Half fares for elderly persons, sixty-five years of age and older, on all Authority surface and rapid transit routes. The actual fare is half, rounded to the next lowest 5 cent increment. This half-fare structure for the elderly has been in effect since 1969. Sixty-eight percent of the elderly in the MBTA district, or 272,000 persons, have been issued identification cards authorizing riding at these reduced rates.
- Free public transportation services to all certified blind individuals as authorized by the General Court of the Commonwealth. Within the MBTA district, 6,200 people meeting this qualification can avail themselves of this service.
- Half fares for certain handicapped persons during off-peak hours. Over 4,500 photo-identification cards have been issued to date to qualified handicapped persons.

In planning for the elderly and handicapped, the MBTA has enlisted the aid of THEM (Transportation for the Handicapped and Elderly in

Massachusetts) Inc., to develop a program for making the entire transit system (surface and subway) more accessible to the elderly and handicapped. THEM, Inc., is a coalition of state, local, and private agencies and groups which provide services and/or represent the interest of the elderly and handicapped.

The supervision of development of this program within the MBTA is under the Office of Special Needs. The program includes:

- Initiation (April 4, 1977) of a demand responsive and advance reservation transportation service for the handicapped in a demonstration service area encompassing Allston, Brighton, Fenway/Kenmore Square, and parts of the South End and Town of Brookline. The service uses six accessible vans purchased with local funds and is provided by a private, non-profit organization under contract with the MBTA. The one-year project is designed to test both the institutional and technical aspects of such a service, and will provide the basis for a long-term plan for district-wide provision of special elderly and handicapped transportation service.
- Incorporation of improvements on all new capital facilities projects to make these facilities accessible to the handicapped. This includes insuring that new rolling stock either provide or facilitate future provision of handicapped accessibility.
- Incorporation of an incremental process of modifying existing facilities under existing system capital projects to provide handicapped accessibility.
- Development of a master plan for a total handicapped program. This Plan (completed June, 1977) estimates the size of the market to be served, the alternatives for providing the service required and the costs associated with each alternative. This Plan is a participated with each alternative. This Plan is a participatory effort, with THEM, Inc., providing the handicapped input. It will proceed simultaneously with the above-described elements, and will ultimately provide the MBTA with a consistent long-term policy and program.

Exhibit K: Non-Discrimination in the Transit System

The project will not discriminate against any minority in the provision of transit services. The MBTA has documented the non-discrimination in the entire MBTA system. This exhibit will therefore only deal with services directly effected by this project.

The transit services which currently exist in the project area and those proposed to be extended into the area with this grant, offer transit services to neighborhoods housing different ethnic groups with various income levels. The neighborhoods receiving direct service from the bus route extensions and their population and income statistics are shown on the chart below. In addition, the project is served by the MBTA's three rapid transit lines and the trolley lines. The MBTA has shown in its Capital Grant applications that there is no discrimination in the services it provides with its rail facilities.

1970 CENSUS DATA FOR
SELECTED MBTA COMMUNITIES

TOWN	TOTAL POPULATION	BLACKS #	OTHER		MEAN FAMILY INCOME (1969)	MEDIAN FAMILY INCOME (1969)	FAMILIES WITH HOUSEHOLD INCOME	
			#	%			BELOW \$4,000 (1969) #	%
Newton	91,066	1,092	737	.8	\$14,687	\$ 11,157	1,032	4.4
Watertown	39,307	144	274	.7	12,039	11,400	877	8.4
Waltham	61,582	407	299	.5	12,192	11,523	1,070	7.5
Charlestown	15,353	76	143	.9	9,798	8,827	599	17.0
South End	22,580	8,970	2,979	13.1	7,401	6,122	1,201	30.6
Roxbury	71,095	53,105	1,023	1.5	7,127	6,582	4,500	27.5
Allston- Brighton	63,657	1,149	1,497	2.3	10,681	9,626	1,607	12.0
South Boston	38,488	388	285	.7	8,943	8,704	1,665	18.2

Source: 1970 Census

Poverty level in 1960 - \$3,743

Exhibit L: Evaluation of Flood Hazard of Project

There will be no effect on the potential for flood hazards from this project.

The project is not on a flood plain but rather on the original hills of the Boston peninsula. This area does not include any wetlands or unstable areas.

EXHIBIT M: USE OF PRIVATE PROVIDERS

Within this project, special provisions have been made for improving taxi access and encouraging increased taxi use. Although accurate taxi travel pattern data is difficult to obtain, an estimated 17% of all Boston daytime taxi trips and 8% of night, start or end in the project area. This amounts to about 4,000 taxi trips with origins or destinations in the area on a typical weekday. Taxis will have special access into the area where private autos are restricted as described in the Project Description and shown on the Taxi Circulation Map. The circulation system allows taxis access into the retail area, but not into the four blocks with the highest pedestrian volumes.

The Washington Street taxi restriction has been imposed to prevent the use of the area as a through route to the North. This use would increase rather than retard congestion thus defeating a project goal. Multi-cab stands have been located on the periphery area, and pedestrians will be within a blocks walk of a cab. Promotional and informational materials will encourage and promote taxi use.

It is not possible to allow the private bus companies direct access into the project area. Information about the private bus companies is included in Exhibit B. These operators serve almost exclusively work trips to downtown, and therefore, the majority of their trips are made during the AM or PM peak. The project simply does not have the capacity to handle these trips, especially at the peak period. For example, there are an estimated 400 trips just going to the South Station. The pedestrian improvements along Summer street will encourage walking to the retail core from South Station. In addition, the subway provides direct service from South Station to Washington Street for twenty-five cents. The increased attractiveness of the retail core should encourage some increased ridership on the private bus lines during the off-peak shopping period, when they are more likely to have excess capacity.

C.B.D.

B65R.TT

Boston Redevelopment Autho-
rity.

AUTHOR

Transit and Traffic Improve-
ment Program, Final Grant
Application

TITLE

C.B.D.

B65R.TT

Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

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BOSTON REDEVELOPMENT AUTHORITY
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